November 26th—December 2nd, 1987. No. 48 75¢

THE Fisherman

LONG ISLAND, METROPOLITAN NEW YORK EDITION

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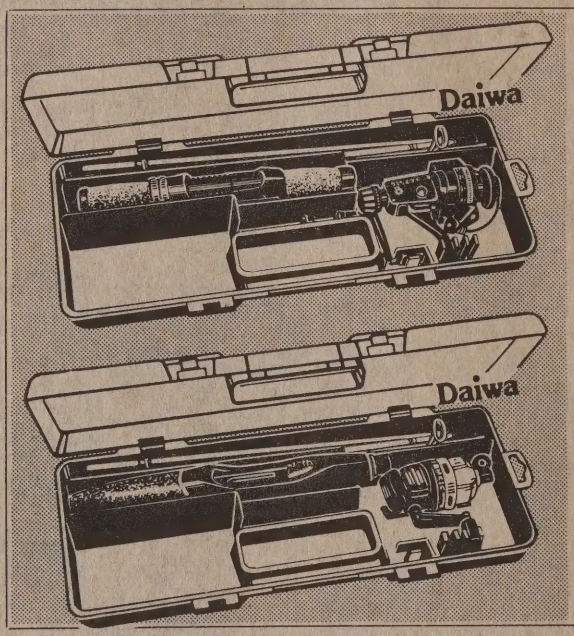

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THE Fisherman

LONG ISLAND, METROPOLITAN NEW YORK EDITION

Volume 22, Number 48 November 26th, 1987

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ABOUT THE COVER:

Huntington Anglers Club member, Lou Tinto, displays a brace of impressive blackfish that he caught on the Viking Starship's maiden voyage to some distant tautog grounds. For more on this fishing, see the article, Viking Tog, beginning on page 16. Lorry Mangan Photo.

Publisher: Richard Reina

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The LONG ISLAND FISHERMAN is published weekly, except for two weeks in December by the L.I.F. Publishing Corporation, L.I.F. Building, Bridge Street, P.O. Box 1994, Sag Harbor, N.Y. 11963. Telephone: 516-725-4200. Second Class Postage paid at Sag Harbor, New York. $.75 per copy, back issues $1. Subscriptions: 50 Issues, $17.50; 100 Issues, $33. Photographs and written contributions are welcomed. Unsolicited contributions become the property of The Long Island Fisherman. All contributions to be returned must be accompanied by a self-addressed stamped envelope. All consideration will be given to these requests, however, no responsibility on our part is assumed. Notice of change of address must include both new and old addresses and sent to the Main Office. Allow two to four weeks for change. USPS 588-160.

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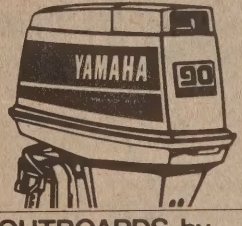

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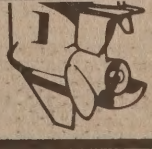

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PASS IT ON

FLUKE FISHING VIDEO

To augment his "Fishing for Fluke" book which has helped thousands of anglers increase their catches, outdoor writer and fluke specialist Don Kamienski has produced a new video tape on the art of fluke (summer flounder) fishing.

The *Fluke Fishing—Improving Your Catch* video is a combination of an in-depth dockside workshop plus actual on the water demonstrations of the tackle and tactics described in the workshop. This video is not about a fishing trip. Rather, the how-to workshop takes the time to explain the fluke species, its migration habits, effective tackle, top baits and rigs plus the locations in your area to find 90 percent of the fluke in 10 percent of the bottom. The water scenes show trolling, drifting, and bucktailing techniques of the pros. There's even a tape segment on fluke cleaning and freezing techniques.

The 60 minute VHS format tape is available for $59.95 plus $1.50 postage and handling from F/N Productions, 10 McCay Drive, Roebling, NJ 08554. Mention The Fisherman Magazine and receive a free fluke rig from Four Seasons Rigs plus a good luck hook (tie pin). The tape is an ideal gift for the fluke angler in the family.

LICENSE REQUIRED TO SELL FISH IN NEW YORK

Environmental Conservation Commissioner Thomas C. Jorling announced today that effective January 1, 1988, licenses will be required of all New York fishermen, both resident and non-resident, who sell, trade or barter food fish taken from marine waters. Rod and reel anglers who sell their catch are among those required to be licensed.

"Legislation creating resident and non-resident licenses for marine and coastal district fishermen, which was signed by Governor Cuomo, is crucial to the department's efforts to address the management needs of marine resources," Jorling said. "These licenses will allow New York, for the first time, to determine the number of commercial fishermen operating in state waters. Information submitted by fishermen with their applications will allow the department to make management and resource allocations on a more informed basis.

"The non-resident license will provide better regulation of non-resident fishing taking place in New York waters, improve compliance with state laws and make sure that non-residents pay their share of the costs of law enforcement and resource management activities," Jorling said. Present law does not require non-residents employing gill nets, set lines or any other type of commercial fishing gear, other than otter trawls, to obtain New York State licenses.

Jorling said there will be three classes of licenses issued which must be obtained annually.

• A resident commercial food fishing license will be issued to residents to take and land food fish from marine waters for sale. The fee for this license will be $100 with credit given to fishermen who hold resident shellfish digger, lobster or crab permits or a menhaden license. In order to get the credit, fishermen must simultaneously or previously obtain the other permits or license before obtaining the marine commercial food fishing license.

• The non-resident food fishing license will be issued to non-residents who fish and land fish for commercial purposes in New York's marine district. The fee for this license is $1,000 and *must be applied for during the month of January* ***only.*** These licenses are available only to residents of states that offer reciprocal fishing privileges to New York fishermen.

The above licenses can be obtained from the DEC Division of Marine Resources, Permit Office, Building 40, SUNY, Stony Brook, NY 11794.

• A marine food fish landing license will be issued to non-residents wishing to land fish in New York that were taken entirely ouside New York waters. The fee for this license will be $250 and efforts are under way to arrange for issuance at the Port of New York and New Jersey Authority located in Erie Basin, Brooklyn, as well as the DEC office in Stony Brook.

All fishermen who sell food fish they have taken or landed in New York will be required to obtain one of these licenses. It will be presumed that fish are being taken for commercial purposes when fishermen are setting, maintaining, operating or using nets (except seines not larger than 30 feet long or four feet deep or lift nets not larger than 16 square feet); traps (except bait traps not more than 30 inches in length); combs; pots; or hook and line (except by angling).

Each vessel operating for commercial purposes in New York waters must have a license holder on board with the appropriate license and the license will not be transferable between individuals of vessels.

For commercial fishing crews where more than one individual is involved in the same fishing operation, only one license holder is necessary on the crew. This should be the individual who will be responsible for the first sale of the fish since the license holder must also be present when the fish are offered for sale.

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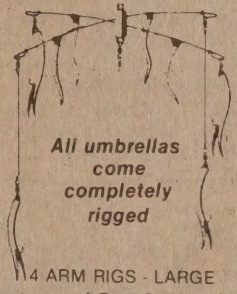
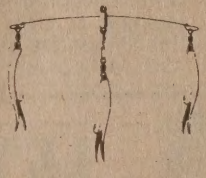


All umbrellas come completely rigged



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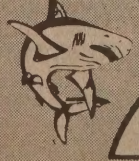

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Applications for these licenses will be available at the Stony Brook office in December. For further information, call: John Mason or Stephen Hendrickson (516) 751-7900.

OUTDOOR NEWS NETWORK ANNOUNCES DECEMBER PROGRAM LINEUP

Sport fishing in the Pacific waters off Matzatlan and Southern California to the trout streams of British Columbia, along with tips and tactics for successful fall and winter hunting, highlight the December program lineup for the Outdoor News Network (ONN), seen Sundays on the Nashville Network. The show airs at 1PM EST, noon CST and 10AM PST.

Tackling giant marlin and sailfish off the shores of Matzatlan, Mexico, Dec. 6 starts off the month for the ONN crew. Then they travel north to southwest British Columbia, Canada, for some ice fishing and snowmobiling adventures on Dec. 13. The trip will be topped off with steelhead fishing on the Vedder River. This show also brings viewers how-to tips on lures and flies.

For the Dec. 20 show, the ONN crew will be back in British Columbia this time fly fishng for native Kamloop and rainbow trout on Eliguk Lake. In addition, viewers will have the opportunity to learn about the art of fly tying.

The last show of the ONN season, Dec. 27, will bring the ONN crew home to the coast of Southern California with fishing for rock cod in the deep waters of the Pacific, along with tips and tactics for saltwater bottom fishing.

Although the fall/winter season concludes with the Dec. 27 show, ONN will be back in the spring with more fishing and hunting action plus how-to tips for the sportsman. The spring season starts April 3, 1988. Check your local television programming guide to find the Outdoor News Network and the Nashville Network on your television dial.

GORDON COLVIN RECEIVES CONSERVATION AWARD

Gordon Colvin, Director of Marine Resources for New York's Department of Environmental Conservation in Stony Brook, NY, has received the Sounds Conservancy's Conservation Award for his professional manag ement of New York's marine resources and for having instituted a regulatory change in New York laws which protects Atlantic salmon migrating through the marine waters of New York to their home rivers in southern New England.

Christopher Percy, President of The Sounds Conservancy, a private conservation organization for the four-state marine region of southern New England, said, "We recognize and commend Mr. Colvin for his leadership in helping to protect the Atlantic salmon in New York's coastal and marine waters as they migrate to the Connecticut and Pawcatuck Rivers to spawn and then to return to the saltwater. Each returning salmon is valuable to the restoration programs for these rivers where no commercial or recreational fishery is allowed. Mr. Colvin recognized the importance of protecting the salmon especially as an incidental, interception fishery was developing in the Gardiner's Bay and Orient Point area. Before a more directed fishery became prevalent, he moved to change New York laws to prohibit the taking and possession of Atlantic salmon which became effective on August 31, 1987."

This action by New York State compliments current regulatory restrictions in New England states which prohibit the commercial and recreational catch of Atlantic salmon. Only in Maine where salmon are reasonably plentiful is a recreational fishery allowed. Of further significance in New York's action is having, for the first time, a united posture in the northeast for the United States in international negotiations to protect the Atlantic salmon during its sea migrations as part of the North Atlantic Salmon Convention, a multi-nation convention of salmon producing and harvesting countries.

This is the only the second Conservation Award presented by The Sounds Conservancy which seeks to recognize exceptional contributions by persons and organizations to protect, restore and manage the marine resources in southern New England. The Sounds Conservancy's first

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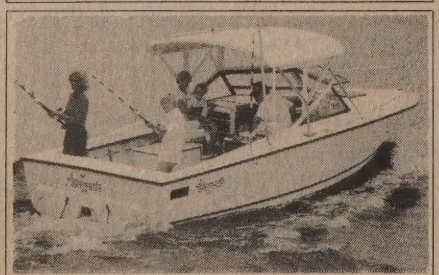

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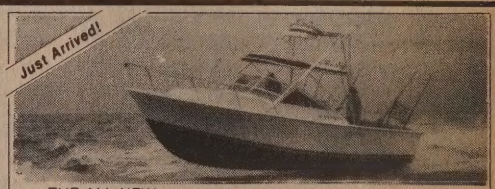

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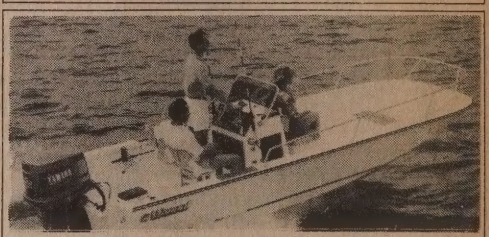

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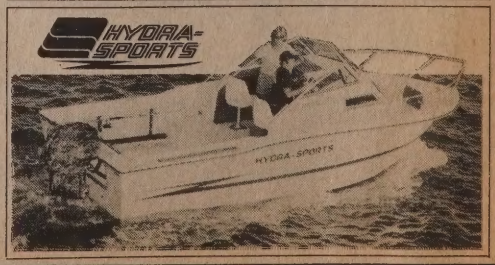

HYDRA-SPORTS

award was presented in 1986 to the U.S. Coast Guard for its sucessful efforts in raising and removing the oil Barge E-24 which had sunk in the waters off Fishers Island, NY in November, 1985.

WATERFOWL NIGHT TO HIGHLIGHT NEXT NCFGA MEETING

With the Long Island waterfowl season in progress, the Nassau County Fish and Game Association, in cooperation with the North and South Shore Waterfowlers Associations, will keep you on top of what's happening with the sport in a five part presentation to be given on Wednesday, Dec. 9 at 8:15 PM in the American Legion Hall, 160 Marvin Ave., Hempstead. The Legion Hall is located near the intersections of Greenwich Street and Baldwin Road. You need not be an association member to attend.

According to Charles Bevilaqua, association president, "The night's offerings will include a unique slide show of award winning duck boats by Marvin Marin, President of the South Shore Waterfowlers; a talk on steel shot; an appearance by a Department of Environmental Conservation field representative to answer your questions; a demonstration on duck and goose calling; and tips on how to field dress and cook your catch.

For more information on how you can join the NCFGA, send a post card, with your name and address on it, to: Nassau Fish and Game Association, P.O. Box 245, Rockville Centre, NY 11571. Dues are just $10 per year.

NEW VIDEO FOR BOATMEN

Captain Neil Delanoy of the Bay Shore, New York open boat "Laura Lee" has just released a two hour instructional video for boat captains. "Secrets of the Party Boat Captains," skips the power squadron and captains' course theory and puts you in the pilot house. Captain Delanoy teaches you all the tricks he has used to satisfy more than 100,000 charter and open boat customers over 15 years. This video teaches you how to navigate in poor visibility, find wrecks with your Loran, fish finder and most importantly with ranges. The captain also explains the big difference between high tide and slack current, the tricks of anchoring and getting your anchor back and tells you his secrets to succesful flounder and fluke fishing, plus much more.

There is also a 30 minute special bonus from the mates covering: splicing lines, knots, filleting the catch, rigging your tackle, simple rod and reel maintenance and much, much more.

This video is available for $59.95. All postage and handlihg is included. New York State residents add $3 sales tax to: Bay Shore Fishing Corp., 90 Cedar Point Drive, West Islip, NY 11795.

Credit card orders call (516) 661-1867. Dealer inquiries invited.

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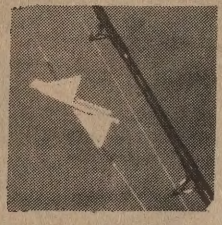

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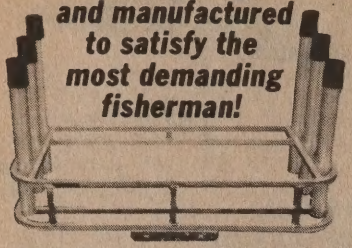

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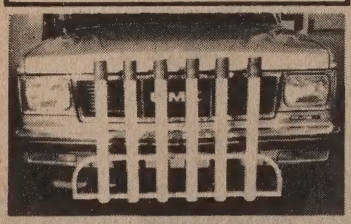

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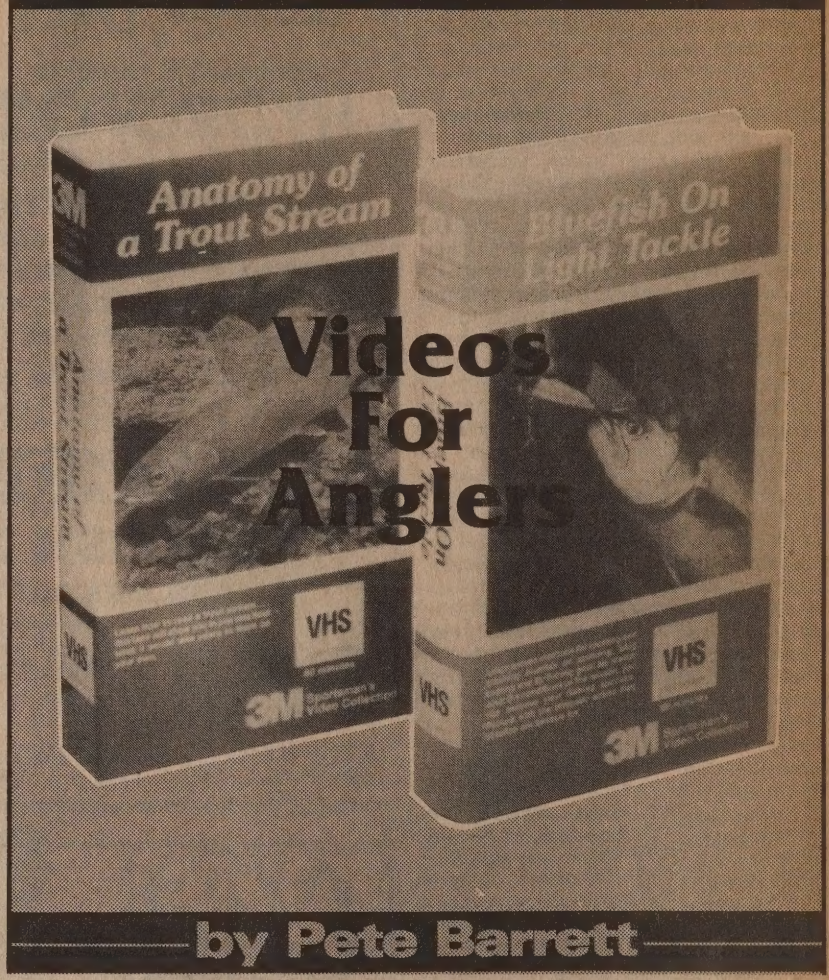

Videos for Anglers

by Pete Barrett

Release. Murray Brothers Productions for The Billfish Foundation. Approx. 40 min. $64.95.

Ed and Frank Murray prepared this video for fishing clubs running tournaments promoting the release of billfish, yet there are many good ideas that northeast sharkers and tuna fishermen can pick up on. The proper techniques for releasing big game unharmed are covered thoroughly as well as tips for tagging and reviving tired fish.

Studio segments with Captain Tim Davis cover fish identification and basic release techniques. Then there's some dazzling light tackle sailfish action off Isla Mujeres, Mexico on a super custom Merritt, "Pretty Patti" that will warm any winter's night.

Profits from the tape go to the Billfish Foundation to support their marlin research programs.

Fluke Fishing: Improving Your Catch. Don Kamienski, F/N Productions. Approx. 60 min. $59.95.

Don Kamienski is well known to readers of The Fisherman, especially for his detailed how-to stories about fluke fishing and this video brings his techniques for successful fishing right into your home.

Don leaves nothing out as he starts with some biology of the species and then moves on to cover the best locations that hold 90 percent of the fluke, how to find these locations and then the best way to fish these good spots through changing tides and water conditions.

There are tips on tackle selection, tying your own rigs, preparing baits for school fluke and doormats, selecting accessory equipment and finally cleaning your catch back at the dock. Don even covers netting techniques and how to tag your excess catch to help science learn more about these tasty and popular fish.

After the basics are covered, Don takes the viewer out on a typical back bay fluke trip and shows firsthand how his techniques actually work on the fishing grounds.

This is a first class video that will be played over and over again. It is much more than just a fishing trip; this video entertains and teaches.

Bermuda's Yellowfin Tuna. Bermuda Sportfishing Productions. Approx. 30 min. $34.95.

With tuna chunking becoming so popular in the Northeast, this video is sure to please those fishermen looking for entertainment and those looking for some excellent how-to tips from the pros of Bermuda's Challenger Banks. The viewer is taken on a typical day's charter trip with local tournament caliber anglers and the techniques they use for chumming and chunking for yellowfins is clearly shown.

The underwater scenes of tuna feeding on bait and of fish actually being hooked are outstanding. Much attention is paid to real life fishing situations: a rain squall drenches the anglers and the backbreaking struggle with big hefty yellowfins is felt by the viewer. The final segment shows a new women's world record being set on 16 pound class line.

The underwater scenes are amazing and are worth the price alone; the rest of the tape is well done and offshore anglers will play this one again and again over the winter months. This is great entertainment.

Tuna Mania. Murray Brothers Productions. Approx. 90 min. $79.95.

Truly superb action shots of giant bluefin tuna wrap up this excellent tape and leave everyone filled with awe of these mighty fish. You'll be on the edge of your chair watching 700 pound giants take swipes at daisy chains, anglers straining on huge fish and mates gaffing and/or releasing fish after fish.

The opening of the video stresses technique and rigging. Whether you fish for sharks or tuna, the tips here are valuable and spoken by pros who know their business. From rigging rods and reels to slicing lines, rigging baits to rigging the fight chair—it is all here in great detail for the viewer to refer to over and over again.

It is rare to get this much learning from one video: literally a lifetime of expert tips from Captains Ed and Frank Murray, long famous for their skills with the giants. Top that off with dazzling action for the second half of the tape and this is one of the best videos available today.

Fishing Pacific Panama, with Mark Sosin. Pesca & Exploration. Approx. 30 min. $29.95.

This production combines the fabulous fishing action off Club Pacifico, Panama with lots of how-to fishing tips from Mark Sosin. Light tackle is the specialty here and Mark shows how to catch a wide variety of tropical fish including the fierce Cubera snapper and the high-flying Pacific sailfish.

Sprinkled throughout the video are tips on rigging light tackle leaders, rigging trolling baits, doctoring lures so they work better and tackle tips for landing big fish on thread line.

Mark's narration is excellent, the scenery terrific and best of all, the fishing action is non-stop from beginning to end. This is a "must have" video for every fisherman's library.

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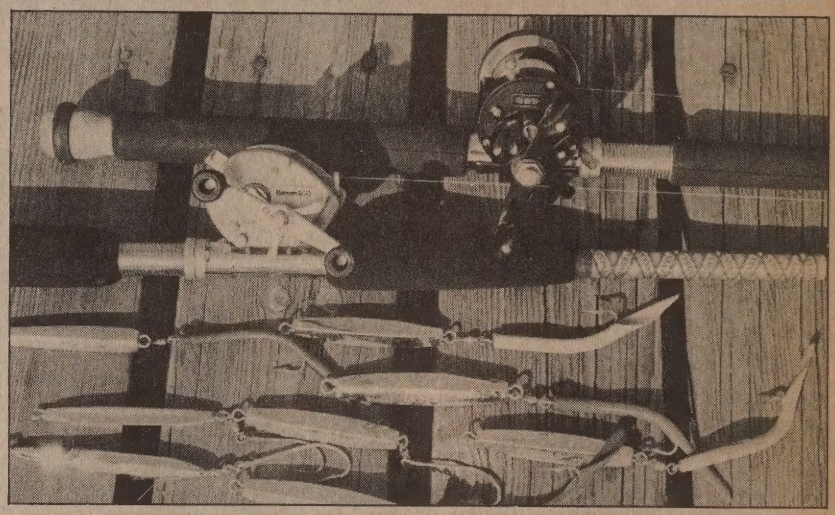
The Tackle Doctor

by Ken Freel



Dear Doc,

I would like your opinion on something that's always disturbed me. After catching a fish do you think the humane thing to do is to hit it on the head with a bat to put it out of its misery?

How many times after catching a flounder do you hear it flopping around in the ice chest for a couple of hours? It would be a lot safer taking a hook out of a dead bluefish's mouth, too. Looking forward to your view. Thank you. *Eugene Jablonsky.*

Dear Eugene,

This is a sensitive and important area of fishing that is often overlooked in our everyday pursuit of our favorite pastime. What is the best way to handle a fish that is meant for the dinner table without being totally thoughtless of the possible pain that we may unintentionally inflict?

My way of thought for any fish that is meant for the dinner table is the "quick, clean kill" approach. With flounder, a good solid rap over the head with a bat usually kills the fish instantly, but this is not always the case with bluefish or members of the tuna clan.

I've seen many bluefish become temporarily stunned with a solid blow to the head, then come right back to life as if nothing hit them. This is often the case with tuna too. For these type of fishes, I recommend bringing along a pick type tool with a sharp tip. You need to pierce the fish's head and brain cavity which usually kills it instantly. It is cruel to let a fish flop around in the cooler for hours. Some people think that a live fish will mean that the flesh will be fresher when they get it home later. This is not the case.

Lactic acids and blood, plus other body fluids begin to saturate the fish's flesh as it slowly dies in your cooler. The trauma involved in being caught and slowly dying will cause a breakdown in the body systems of the fish. This can actually lead to bad or slightly tainted tasting fish.

Another point to consider regarding pain in fish is that studies show that the nervous systems of these vertebrates are not as developed as higher vertebrates such as a dog. Evidence shows that fish are not as sensitive to pain. Sharks are notoriously known to continue feeding even after they have been caught and gutted, then thrown back over the side of a boat. Many types of fish will continue to take a hook only a short while after being caught. Many biologists feel that maybe hunger is a stronger sense in fish.

Thanks for the question. Remember, the quick, clean kill is the most humane way to handle any fish. It will also pay off with better tasting fillets on the dinner table.

Dear Doc,

Sorry to trouble you, but I have a problem I hope you can help me out with. I was given a Bearcat Scanner as a gift. Despite calling the Coast Guard, Radio Shack, and various other locations, I have been unable to obtain the frequencies used by ship-to-ship and ship-to-shore communications. I really want to pick up the communications between the fishing boats.

I purchased a frequency book from Radio Shack, but still cannot locate the proper frequencies. I would greatly appreciate any help you can give me in obtaining the frequencies. Thank you. *John J. Brindisi.*

Dear John,

It's no trouble to try and answer your question. I am familiar with scanners but not the Bearcat Scanner that you've mentioned. First off, your scanner must be able to pick up VHF frequencies or you will not be able to listen in on the fishing boats. You should be able to obtain a frequency booklet from your local marine supply store. If you cannot find the proper frequency booklet at your local marina, then write to: Federal Communications Commission, Gettysburg, PA 17326. Ask for the booklet with all the frequencies to VHF radios and you should be set.

Dear Doc,

Is there a real advantage to doubling up the end of your line while jigging for bluefish? After all, aren't bluefish's teeth just too sharp for any monofilament line to withstand? Also, what if a bluefish bites through one of the strands of doubled up line? Won't the remaining line just slide through the hook eye and let the fish run free anyway? Thanks for your help.

Jerry Quinn.

Dear Jerry,

Yes, there is definitely an advantage to doubling up the end part of your line whenever you're going after fish with sharp teeth like bluefish. When you are jigging for bluefish the jig normally acts as the leader. However, often there will be other bluefish chomping away nearby to the bluefish that has the jig in its mouth. Some of these bluefish may even try to get the jig out of the hooked bluefish's mouth as it looks like their friend is eating a tasty meal.

Since this is often the case chances are that another bluefish will nip or slash the line directly above the jig. If the blue happens to nick one of the doubled up strands of line your chances of bringing in the hooked blue are still much better than if you only had a single strand attached to the jig. Even if a blue bites completely through one of the strands, the other untouched strand will not unravel if you have a proper knot tied to the jig. I've used clinch and palomar knots and had one of the doubled up lines cut clean by a blue without the line unravelling from the jig.

One thing, though, every time you bring a bluefish aboard you should check to see if there are any nicks at the terminal end. Slide your hand along the end of the leader line. If you feel any nicks, then you'd better clip off the nicked section and start with a new doubled up piece of line. Otherwise, you'll soon be giving your jig away to the next nasty bluefish that hits.

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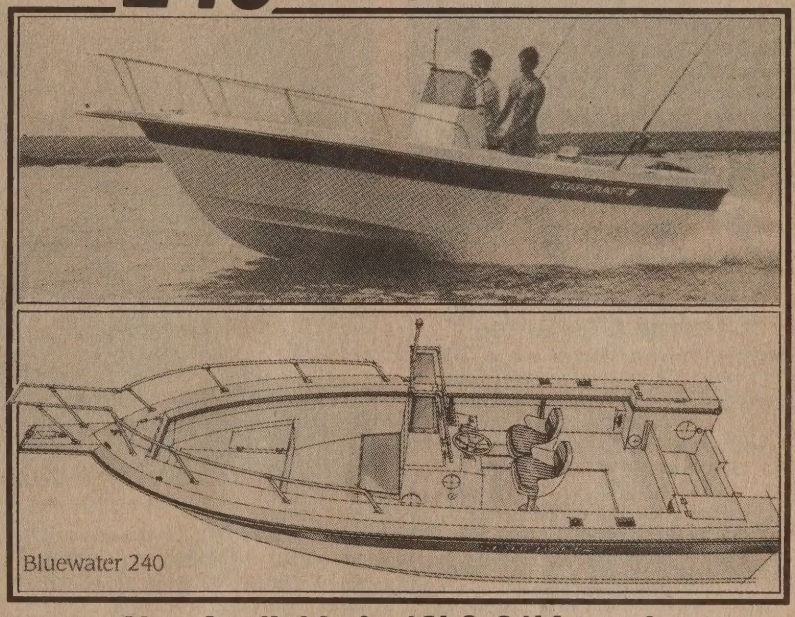

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Dock Lines

by Eric Burnley

Dear Eric,

I have a 21 foot boat and I am thinking about installing outriggers. It is not a center console boat, like real fishermen own, but I still want to try trolling for blues or maybe some tuna next season and feel I will need the outriggers. The boat is a runabout with a windshield and steering controls located in the forward portion just aft of a small cuddy cabin.

Where do you suggest I install the outriggers and what type or size do you suggest I purchase? I will also need flush mounted rod holders, so any suggestions as to size, type and location of these would be appreciated. *Larry Lukins.*

Dear Larry,

First, let me assure you that not all real fishermen own center console boats. The type of boat you have will serve you just as well as a center console and is well suited to the type of trolling you described.

I suggest a pair of 15 to 18 foot outriggers flush mounted to your gunnel.

The type of outriggers you purchase will depend on the amount of money you have to spend and how much trolling you plan to do. I prefer aluminum outriggers because they are more sturdy than fiberglass models, but they do cost more. If you plan to do a great deal of trolling the aluminum models will be worth the added expense, but if you only plan to go a few times each season the fiberglass outriggers can be taken off and stored quite easily between trips. I do not feel that the aluminum outriggers work better than fiberglass for inshore fishing situations but the aluminum models do screw together for a more secure fit than the fiberglass models. If you have any plans to do offshore fishing especially with lures, the aluminum riggers will be your best choice because they are stiffer and will work the baits much better.

I strongly recommend a good set of stainless or hard chrome over brass flush mounted rod holders. These items will be a permanent fixture on your boat and will hold up better to the elements and to the fish than any other materials.

The placement of the rod holders in relationship to the outriggers is important but does have some margin for error. You should place the rod holders in such a position that you minimize the angle of the line from the rod tip to the outrigger clip. I angle the holder so the rod turns slightly outboard to decrease line wear at the top. Don't turn the rod too far outboard or the line won't run properly off the rod tip when a fish hits.

Your flat line rod holder should face aft on a 90 degree angle because these lines run straight back when trolling. Don't place these rod holders too far back or you may have difficulty removing them when a fish hits. I become nervous when a rod must be pulled out over the transom to remove it from the holder. This type of maneuver can put the angler off balance and a sudden run by the hooked fish could result in the rod or even the fisherman ending up in the water.

Outrigger clips are very important and the Roller Troller from Aftco has performed perfectly for me over the past three seasons. Trip-Eez also makes a very serviceable outrigger clip. I recommend a clip that lets the

line run free. This allows you to change the position of the lure with out resetting the clip. These clips may decrease line wear as well.

You will have to custom fit the outriggers and holder to your boat by placing them in the general area where you think they should be and then checking it out. I suggest mounting the outriggers first, then place the rod holders to complement the riggers. Don't forget you must lift the riggers out of the base to set them, so don't mount the base out of easy reach.

Trolling the inshore grounds is exciting and can be quite productive. While blues will provide most of the action you will also encounter false albacore, bonito, weakfish and the occasional tuna. Get your riggers and rod holders properly installed and you can look forward to some fun next season.

Dear Eric,

My buddy Jimbo and I own a 1974 16 foot John Dory. Since there is no spec plate, we would like to know what is the maximum horsepower rating? What is the weight load? How many passengers? Also I heard that John Dorys are unsinkable (even if cut completely in half). And is it safe to use this boat to fish "close" offshore wrecks during blackfish season?

Need the info. *Joealy.*

Dear Joealy,

While I cannot be certain, I expect a 35 horsepower outboard would move your John Dory at a reasonable speed without overpowering the boat. The maximum safe passenger load would be three or four people with a maximum weight load of 600 pounds. Please keep in mind that these are only estimates based on the size and hull design of the boat.

Most boats made since the 1970s have been filled with foam flotation that prevents them from sinking under normal loading conditions. A boat such as the John Dory would probably have a foam filling between the hull and deck that would prevent the pieces from sinking if the boat was cut in half. Should you encounter a situation where your boat was broken in half the fact that the two halves were still floating may not be all that important.

I would hesitate in using this boat to fish a wreck simply because it may not behave too well at anchor in a heavy sea. You will probably find the John Dory runs fairly well in the ocean and performs all right when you are drift fishing, but the rleatively low gunnels could allow water to slip into the boat when a sea passed underneath while the bow is held down by the anchor.

While I have never had the chance to run a John Dory, they appear to be quite seaworthy and should make a good inshore fishing boat. Asking them to tackle the offshore wrecks may be pushing them beyond the limit of safety.

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ELECTRONICS

By Pete Barrett

It has only been recently that fishermen gave much thought about storing electronics for the winter season. My early aluminum skiffs had only a hand-held CB radio and my first "big" boat, a 19-6 Aquasport, had a CB and a graph recorder—not much to store at all. Today's boats often have more than one VHF, a CB, Loran, possibly a second Loran, color scope and graph recorder. Much of this equipment works with LED or liquid crystal displays that can be destroyed by intense cold temperatures, so they must be stored inside.

My winterizing program starts with the removal of the equipment from the boat. As each item is removed from its mounting brackets it gets a few squirts of Spray Nine or Fantastic to remove stains, fish blood, slime and scales (I'm always amazed how bluefish scales get everywhere, even on the dials and controls of electronics.)

Stubborn dirt and especially a build up of crystallized salt is best removed with a damp rag and a spray or two from a plant mister, like the kind your wife or girl friend uses for her plants. Don't drench the electronics with water, just apply a fine mist to dissolve the crystals and then wipe clean. Undissolved salt can irreparably scratch the screens of color scopes, radars and graph recorders.

After each piece is wiped clean, I wrap it in a towel and put it in a cardboard box for the ride home in the station wagon. Before heading home I finish up on the boat.

All the connections and electronics wiring is checked. Spray oils like CRC and WD-40 are great for loosening the white or green fuzz that may have grown on power, antenna and transducer cable plugs. Small amounts of corrosion can be rubbed clean with a piece of bronze wool, stiff cardboard like a matchbook cover or the eraser on a pencil. Several applications of spray oil and rubbing with a cloth or the small piece of cardboard usually removes all the corrosion.

Heavy scaling that has hardened and won't easily flake off is best removed with the tip of a small screwdriver, but caution must be exercised so the plugs are not damaged. I've been lucky not to ruin any plugs so far, but some of them are delicate and won't take much cleaning.

Use the spray oil on fuse busses, wiring terminals and breaker panels. I remove all the fuses and replace them at the spring re-installation, making sure to clean the contacts now. Any corrosion can be removed as described above and any wiring terminals

that are corroded badly are replaced right now so I don't forget to do it in the spring.

Before buttoning up the boat I spray the fuse panels, terminals, power and antenna plugs with a coating of wax spray like the kind sold in marine supply stores by CRC. The thin waxy film protects the exposed parts all winter long. This is a surface coating only and shouldn't be applied to the inside of the power plugs which would hinder electrical contact.

At home I lay out the electronics on an old towel on the basement workbench and spray everything with a liberal dose of WD-40 or CRC, especially places like electrical connections, mounting brackets and metal fittings that may show signs of corrosion, and then let it all dry overnight. This allows the oil to soak into any corrosion and soften it for easy removal and allows residual moisture trapped in the housings to evaporate.

The next night I start with the Spray Nine and damp rag routine to remove the last traces of dirt or stains by wiping down all the housings and face panels. Very small amounts of water can be used with the plant spray mister on persistent stains or build-up of salt crystals.

Plugs and wiring terminals are again hit with WD-40 and rubbed clean with the bronze wool, cardboard or pencil eraser. A final coat of spray oil provides a protective film for the winter. Special attention is paid to hinges, housing joints and mounting lugs; places where small amounts of corrosion or rust often go unnoticed all season long.

Small nicks in the housing paint can be touched up with enamel paint and a small brush, like the Testors paint sold in hobby stores. Mounting brackets with the stamped-out shapes often develop a rust stain on the edges of the metal as it bleeds through the finish, so I re-paint the mounts wherever needed. Usually one application of new paint at the end of the first season does the trick.

After the units are cleaned and the touch-up paint has dried, two coats of liquid Turtle Wax are applied and buffed to a high polish. I work the wax into all the grooves and curves, housing joints, around connectors and into every nook and cranny. Each unit gets wrapped in a towel and is stored in a cardboard box for the winter.

If you feel you don't have the skills or patience for a winterizing plan, check your local marine electronics shop. Many of them offer special programs that cover removal in the fall, inspection on the test bench and spring re-installation. A dealer program also offers peace of mind that everything will work as it is supposed to in the spring.

Your electronics are a major investment and it pays to treat these electronics gizmos with some extra care so they do their job well for many seasons to come. Proper winter storage is one way to help them work well for you season after season.

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A Day With...

VIKING TOG

By Lorry Mangan

Twenty-eight anglers, charged with anticipation, boarded the Viking Starship early on the morning of November 14th, feeling much like pioneers, seeking out new blackfish grounds. A few months ago, Captain Paul Forsberg came across many rocky areas while fishing for porgies on his Nomans Land trips and did, in fact, pick up an unusual amount of blacks of all sizes on these porgy trips. Spurred on by the potential of big catches, a few trips were scheduled during the month of November in order to explore this new (to Long Islanders) fishing potential.

Most of the anglers on board were seasoned blackfishermen and while we had high hopes for an historic catch, we knew the trip was of an exploratory nature and might just be an ocean cruise.

The Starship eased out of her berth at 3AM. Knowing we had a four hour trip ahead of us, we settled in for a nice nap, some choosing the bunk room below deck, others in the reclining seats. Sleep was delayed, however, when Captain Forsberg decided to play a video tape for our enjoyment on the way out. Since most Viking fishing trips are video taped, we were "forced" to see and hear the video of the codfish trip during which 100 cod of over 30 pounds were caught, three over 50 lbs., both on hook and line and on camera. It was a trip dreams are made of, and put us in the right frame of mind for our fishing trip.

We arrived at the fishing grounds at about 7AM, delighted to see nearly calm seas. Although we could not identify any landmarks because of a haze, we could see the light at Gay Head, just west of Martha's Vineyard, blinking on its manmade tower. Captain Forsberg headed for his

favorite rocky porgy spots but was slowed in his efforts by a veritable spider web of gill nets, most set on potentially prime blackfish spots, as indicated by his book of Loran numbers.

Only a few boats were in the area, lobster boats, which had pulled their traps and were tending to gill nets, set on the bottom to trap blackfish. Anchoring was delayed since these bottom gill nets appeared to be placed in a helter-skelter manner and marked with one buoy so that it was difficult to determine where they ended, or the direction in which they were set. (Ironically there are no Federal controls pertaining to gill nets—none to control their placement; to ensure that they are tended; to account for lost nets which kill forever.)

We were able to anchor several times in this sea of gill nets, picking up quality blackfish on each drop. Whie this first trip did not live up to expectations concerning the number of blackfish caught, since the catch averaged out to about a half dozen apiece, the size of the fish was very impressive to most on board. The largest blackfish, caught by Joe Herbst of Commack, weighed 11½ lbs., the largest of his six fish. Don Brenner of Freeport caught two 10 pounders, while others admitted to anywhere from 3 to 12 fish in their cooler. Five fish weighed 10 pounds or better; half the fish kept were over 5 pounds.

The next day told a different story, however. When the Starship arrived in the same area, some of the gill nets had been removed, allowing Captain Forsberg to anchor the big ship on the spot he couldn't get on the day before. Thirty-six anglers enjoyed the blackfish trip of their dreams, hitting black gold! At the end of the trip 566 blackfish were counted, most caught on one anchor drop in a five hour fishing frenzy. Double headers were common. Nets and gaffs were used on the big fish. Captain Forsberg and his crew were so busy, the usual video taping was curtailed. John Girdim, who has been blackfishing for 30 years declared that he had never seen anything like this! Fish were biting with the frenzy of porgies, hitting baits before they hit the bottom! The biggest black, caught by Bob Fatigatti weighed 11½ lbs. and was the largest of his 16 fish. Frank Hill returned to the Bronx with the fillets of 36 blackfish. Codfish regulars Lou Pow and John Guido counted 47 blacks! Some days the fish god rewards our perseverance and persistence. This was one of those days!

Those planning to take any of these special blackfish trips should be prepared for a different type of fishing. As usual, bring plenty of tackle, hooks and sinkers, since the bottom is quite rocky. (Tackle is available for sale onboard if you run out.) Those used to fishing with heavy sinkers will be pleasantly surprised to learn that you will only need 4 to 8 ounce leads. In fact, on Sunday, some anglers livelined their green crabs, with no weights at all, to find blackfish coming up for the baits. If the fish are shy to bite, as they were for a few hours on Saturday, rig up a simple fish finder rig and allow the blackfish to take the baits, without feeling resistance.

While stout rods and conventional reels are mandated (leave spinning tackle at home), trial and error proved the desirability of a long rod (8 to 9 ft.) for much the same reasons as when codfishing: to avoid tangles with neighbors, better control of the fish, and to swing in your catch over the high rail.

It's best to use 30 to 50 pound test line for a higher recovery ratio of terminal tackle when trying to get free of the grabby bottom. Green crabs, all you wanted, were provided free on the Starship. Since bergalls were no problem except at dead slack tide, it would be smart to bring some clam, since it must be noted that Saturday's pool winner gobbled up half a chowder clam.

Because of the unprecedented response to the trips scheduled in November, Captain Forsberg has added four more—November 25th, December 2nd, 5th and 6th and is considering the scheduling of more trips if the fish hold up, and fishermen keep coming.

It's a long day, a long trip, but worthwhile if the fishing gods are in a good mood the day you go!

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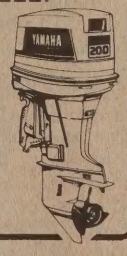

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Trailer Boat Winterizing

By Charlie Soares

I know all too well just how easy it is to haul a boat after the last fishing trip of the season with all the good intentions of winterizing and storing the rig over the next few days. The time, however, never seems to materialize, especially for those of us who hunt or have other busy outdoor schedules. In the meantime, the slime on the bottom dries, the salt in the engine cooling system hardens and the batteries begin to lose their charge.

Over the past 20 or more years I have lived through much of the good and almost all of the bad things that can and do happen to a mobile fisherman, so your editor has asked me to share some of my thoughts about putting a trailerable rig to bed for the winter. Some people are certainly more thorough than I, but the following methods have saved me some costly surprises and provided me with a safe and reliable fishing machine. If you follow a similar schedule you will be rewarded when it's time to peel off the cover and make your first early season flounder trip. The sequence in which you perform these tasks is not as important as making sure they all get done. For this reason, I have broken the procedure down into categories. Your personal preference and common sense will dictate how you go about your own maintenance schedule.

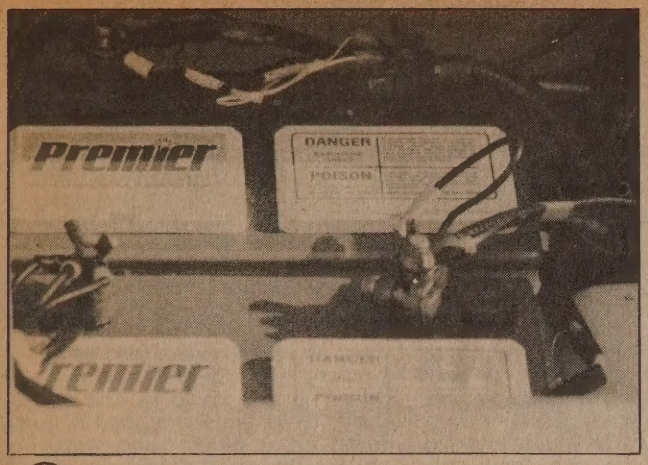
Trailer: Rinse your trailer down with freshwater after every recovery during the season, but more thoroughly so at wintertime or your last trip. If you have access to the car wash or the mobile high speed cleaning services which wash trailer trucks it may be worthwhile to check out their services. I suggest you remove the trailer wiring harness, but if this is not possible, you should remove the lens caps and bulbs and spray thoroughly with W-40 or some other form of marine treatment. Lubricate the bulb bases while you check for breaks or frays in the wiring system. I use a light bar which mounts on the boat and plugs into a removable harness which reaches back to the tow vehicle. It never hits the water and lasts much longer than those items which are continually submersed. Reseal the lens with a light coating of lubricating oil which will keep water and dust from finding their way in.

Electric Winch: Quite frequently the electric winch is a forgotten item. Don't allow it to sit on the trailer all winter long. Loosen the cable and remove the cover and check all connections and spray liberally with WD-40. If it's welded, go through the same procedure and clean and grease the connecors, then cover with plastic to keep dirt off the contacts. Cover the power winch but allow air to circulate under the unit to prevent serious damage from condensation. If you have a manual winch, make sure you release the tension which can damage both the winch and towing eye on the boat over the long winter layover.

Rollers: No matter if you choose to leave your boat resting on the trailer or cradle it on the ground, your rollers should see service before salt corrosion eats away at the bearings and seizes them up. Remove all keel rollers and rinse the tubing with kerosene or some other solvent with a brush to remove old stubborn grease and grime. Don't allow it to spill on the lawn or driveway. Clean, inspect and grease with a good waterproof grease. I personally don't recommend leaving a boat atop a trailer all winter long as I don't feel it's good for the boat or the rollers. Launch the boat atop some cradle or support and make sure it is supported evenly all along the keel to prevent any distortion or twists from unequal pressures. Inspect the trailer for scrapes, dings and dents and brush the area before applying a cold galvanized spray or brush-on material which is available from marine supply stores.

Tires: Remove the tires from the trailer and wipe away all excess grease and road film and brush the rims, being careful not to damage the seals or valve stems. Coat the tire with silicone or similar treatment which keeps the tires moist and supple. Most trailer tires die long before the tread is gone from exposure to saltwater and heat.

Wheel Bearings: Remove, *inspect* and pack wheel bearings. I emphasize inspect because one fellow we assisted in a roadside breakdown informed us he had just removed the bearings and greased them. When I asked if he had inspected them for wear and burrs and how much torque he applied when installing them his blank stare was answer enough for me. If you are not handy with tools, I'm sure you can find a fishing buddy



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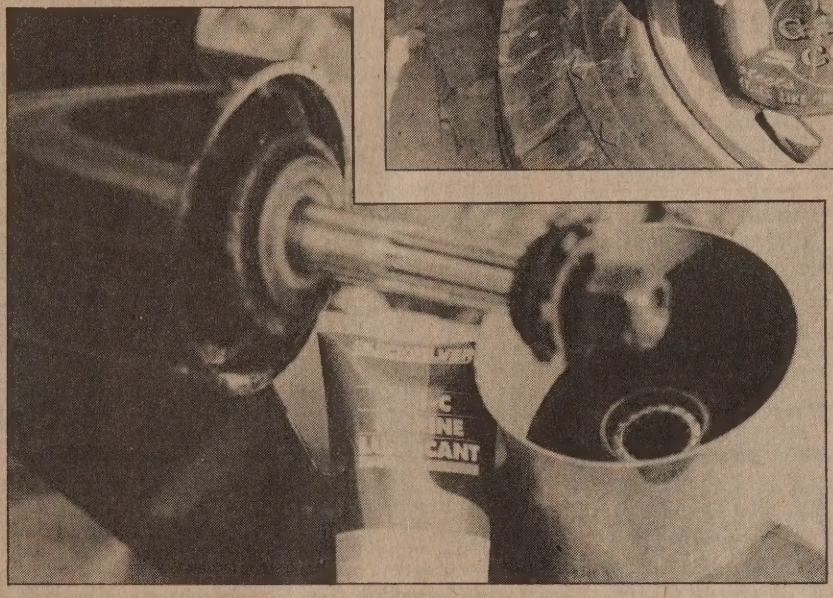

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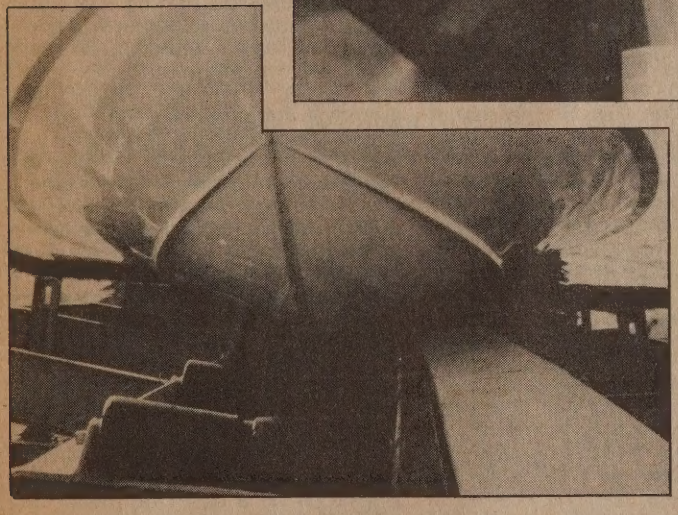

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(1) Batteries should be removed and charged during the winter; (2) Cold galvanized spray or a similar material in brush form will protect metal surfaces; (3) Don't allow your prop to freeze to the spline. Remove it now and apply a coat of waterproof grease; (4) Keel rollers should be removed, inspected, rotated and lubed.

who can assist you in this area.

Hull: As soon as the boat comes out of the water, rinse it thoroughly with freshwater to remove salt and prevent the slime on the bottom from drying out. Any kind of residue will be a problem to remove when applying a fresh coat of paint to the bottom in the spring. If your boat is small enough (as mentioned previously) take advantage of the high speed wands at the car wash. If this service is not available, plan to spend some time in the driveway with a good soapy detergent and remove all the salt film, following this up with a good coat of wax to protect the hull from fading and chalking and general exposure to the elements. This is a good time to call in the markers from people who have fished with you during the season, as additional bodies can make the job less tiring. Go topside and make a thorough inspection. Check the bilges for any water and remove before it turns to ice and raises hell under the decks. Check the fuel system for leaks and inspect fill and vent hoses and be sure the tank fills have a good seal to keep out water. Top off the tanks after adding the proper amount of fuel stabilizer which will help prevent condensation and breakdown of the fuel during radical changes in the temperature. Remove the fuel filter and dump all fuel out, treat the gasket with oil and replace the old filter. Be sure to replace this filter in the spring as the moisture and contaminants it has trapped will have frozen and thawed several times over the winter months

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and the filter now only serves to close this opening in your system.

Covering: There are several schools of thought regarding the covering of fiberglass boats for the winter months or leaving the glass hulls exposed. If you decide to cover your boat, do it properly. Don't lay a tarp over the hull and tie it off on four corners and expect it to survive the winter season. This kind of covering will get you into more trouble as it hides pockets of ice and snow which are damaging in corners and tight places in the hull. If you decide to cover the boat, make a frame of heavy firring or preferably ledger board and fasten it with screws which will allow for dismantling in the spring and re-use the following fall. Make sure you have adequate pitch to rid the cover of ice and snow and avoid all that weight on the structure. Use some of the fasteners available from dealers to secure the tarp in at least 4 or 6 places on either side of the cover.

Engine: You don't have to be a graduate of marine outboard repair school to winterize your engine, but it certainly helps if you are handy with tools and comfortable around small engines. If your engine is stored at a dealer's, this is a problem you won't have to deal with. If your engine sleeps on the transom of your boat, this is a job you should tackle immediately.

Flush the engine thoroughly using one of the garden hose attachments which allow the engine to run at safe operating temperatures. If you don't plan to do the job as soon as you haul the boat, make sure you run all the fuel out of the carburetors to facilitate starting when you are ready. This is especially valid if you have an oil/fuel mix in the bowls which tends to set up in cold weather. Follow the manufacturer's directions for wintertizing of their products and if you don't have an owner's manual, you should visit your dealer and pick one up. I am reluctant to give specific instructions because some manufacturers requirements may differ. All fuel should be run out of the engine after the plugs have been removed and a recommended storage lubricant has been added through the cylinders to clean and lube valves, pistons and rings, etc. I top off my lower unit fluid with new oil by pumping a portion of the old material out. If the old material is in any way discolored change the entire system and seek advice of a dealer. If my fluid is clean, I leave this in for the winter, then replace the system's capacity after checking the first run of the spring and removing the fluid while it is warm and flows better. If you leave tainted fluid in the system all winter long you run some very expensive risks. I recommend you return your engine to a servicing dealer at least every three years for servicing of the water pump and a thorough check of the engine's compression and electrical system. When this is completed, remove the prop and clean the spline adding new waterproof grease. Make sure you replace the washers and lock nuts as assembled because this can be a problem in the spring with re-assembly. This assembly should be tightly covered to prevent grit from entering, so many fishermen just apply a light coat of grease and wash it away in the spring and apply the final coating.

Inspect the prop and if it needs attention this is the time to get it done. I am still amazed at the number of people who operate an engine with bent blades or large chunks missing from them. A bad prop can make for an awful ride and it beats the hell out of the lower unit. Send it to a shop for balancing and truing up and carry a spare. There are some good reconditioned props which could save your day but they won't do you any good if you leave them in the basement or garage. Remove the engine cowling and apply a liberal coating of WD-40 throughout. While you are under there check for hotspots or cracks, frayed wires and inspect the connections. Replace the covers and apply a good coat of wax to the finish. I don't cover my engine and I don't recommend anyone covering their engine in tight plastic wrap because it's like subjecting the power plant to the ravaages of an outdoor sauna. If you want to protect the engine, you can erect a covering over the head which will keep rain and snow off the engine but allow it to breathe. Most large engines are bolted to the transom, but in the case of smaller engines with thumb screws I would recommend backing the screws off, cleaning with a nylon brush and coating with waterproof grease before tightening. If you have mechanical steering, as many boats do, you will want to disconnect the cable from the engine and lubricate the ends. Run the wheel so that the rod is locked tight. What was operable in the summer months can be downright cranky in the winter. I check the boat as often as possible during the winter and run the wheel from lock to lock several times to ensure no one location gets frozen. If your steering is 3 or more years old you might want to think about removing the entire system and submerse it in a cleaning fluid.

Of course, the first thing you did was to remove those expensive and delicate electronics and put them in the house. If you are not comfortable with cleaning or inspecting them, take them to a servicing dealer and have them cleaned and tested. I store my equipment in my upstairs office in side of a large cooler bag with the zipper open to allow circulation. The foam protects from the accidental lumps and bumps they may be subjected to. What may sound like a lot of complicated work isn't really all that difficult. We touched on the basics; you can fill in the exacting details to whatever degree you are comfortable with. This system which has saved me time from breakdowns and maintenance expenses could do the same for you.

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A Look at Full Size 4x4's

By Fred Golofaro

One of the biggest decisions bound to confront any serious surf fisherman sooner or later, is whether or not to take the plunge into a four wheel drive vehicle. It's a choice that deserves serious consideration from anyone who makes a habit of prowling the coastal beaches bordering the Atlantic.

While it's quite possible to be a successful surfman sans a 4x4, there is no question that a beach-going vehicle broadens your fishing catching potential.

Aside from the increased mobility, it's nice to be able to tote along a spare outfit or a variety of outfits to suit different fishing conditions. It's also nice to have a place to defrost during a brisk fall night or to catch a few Zs between tides.

In short, a 4x4 can extend the amount of time you spend on the sand, and make you a more efficient angler at the same time, providing you make prudent use of this costly tool.

If there is one drawback to a buggy, it is that it does make some otherwise good fishermen a tad lazy. It can be awfully tempting to sit in a warm, dry buggy and wait for someone else to catch that first fish. It's also very easy to fall into "the grass is always greener" syndrome and overlook some fine surf spots that are just a stone's thrown from a paved parking lot. But, all things considered, I've yet to meet a surfcaster who has "taken the plunge" and regretted it.

Here is a glance at what is available in full sized 4 x 4's for 1988.

If you're considering the purchase of a "beach buggy," here is a capsule review of what is available in full size vehicles for 1988.

Ford Bronco: There is a warm spot in my heart for this vehicle. While this is not meant to be a review, I've got to tell you that my '84 Bronco has been a real sweetheart. Not a problem worth mentioning in over 100,000 miles and still going strong. A slightly new look in '87 carried over to the '88 models, still retains that rugged handsomeness. Changes include flush mounted headlights and a new instrument panel. Engine options include a 4.9 liter Inline Six, a 5 liter V8 and a 5.8 liter (351 cubic inch) V8. Fuel injection is standard on all '88 model engines. Transmission options include a manual 4 speed and automatic 3 or 4 speed.

Dodge Ramcharger: Big, sturdy and reasonably priced, the Ramcharger comes standard with a 145 hp, 5.2 liter V8. You can also opt for the powerful 5.9 liter V8. A lever on the instrument panel allows you to shift the vehicle in and out of four wheel drive at speeds of up to 55 MPH.

Chevrolet Blazer: The Blazer comes equipped with a 5 liter (305 cubic inch) V8 which produces 170 hp, up 10 hp from last year's model. The extra kick was generated by replacing the carburetor with a throttle body fuel injector. A 6.2 liter diesel V8 is optional. The Blazer retains its customary good looks for '88 with some restyling on the way for the '89 model year.

GMC Jimmy: Kissing cousin to the Blazer. The only difference is you'll pay slightly more. In return, GMC

offers Commitment Plus—a delivery service that includes a full tank of gas, free 3,000 mile checkup, one oil and filter change and other perks.

Jeep Grand Wagoneer: AMC's full size Jeep is probably a little too well attired for the average surfcaster. Full equipment is standard and accounts for a healthy price tag. Standard equipment includes leather seats and 5.9 liter V8 engine. The body design has remained the same for over a decade and there are no plans to change it in the near future. If you're committed to a Jeep for your surf fishing, it might be wise to check out the smaller Cherokee/Wagoneer.

Chevrolet Suburban: There is no matching the interior space in these favorites. Plenty of room for storage and/or a bunk. Engine options include a 5, 5.7 and 7.4 liter V8. There is also an optional 6.2 liter diesel available for those who do any serious long distance driving to far away surf spots or for hauling a heavy boat triler rig.

GMC Suburban: Same relationship to the Chevy Suburban as the Blazer is to the Jimmy.

Chevrolet CK Series/GMC Sierra Pickups: Restyled for the first time in over a decade. A wide choice of V8 engine options and a 4.3 liter V6 that comes standard. Ride quality is said to be improved for '88 and cab noise has been reduced. Rear anti-lock brakes are provided.

Ford F Series Pickups: The "best selling vehicle in the U.S.," got a facelift in '87 and retains its reputation for durability and dependability. Rear anti-lock brakes are standard here too, as are power brakes and power steering.

Dodge D Series: A special four wheel drive model, the D100 Power Ram, is available with a standard 5.2 liter V8 engine. The Power Rams are available right up to a 350 workhorse that can handle a 6,325 pound body and payload weight. Something to consider if you're planning on mounting a camper over the bed. A stainless steel exhaust system is a nice feature that comes standard on the Power Rams.

Range Rover: A british built import that falls into the luxury category and way up in the price bracket. Features a lockable differential and 3.5 liter aluminum V8 engine as standard equipment.

Rayton-Fissore Magnum: Another high priced, luxury 4x4. This one is partially assembled in Italy before being shipped to the U.S., where it is fitted with a Ford 5 liter V8 engine. It weighs over 5,000 pounds, comes equipped with A/C, leather seats, power locks and a towing package and will cost you over $30,000.

Toyota Land Cruiser Wagon: A basically designed 4x4 that is offered with only a manual 4 speed transmission. It comes equipped with a 4.2 liter Inline Six and the simplicity of a manual choke. A sturdy and simple rig that's been around for about 15 years.

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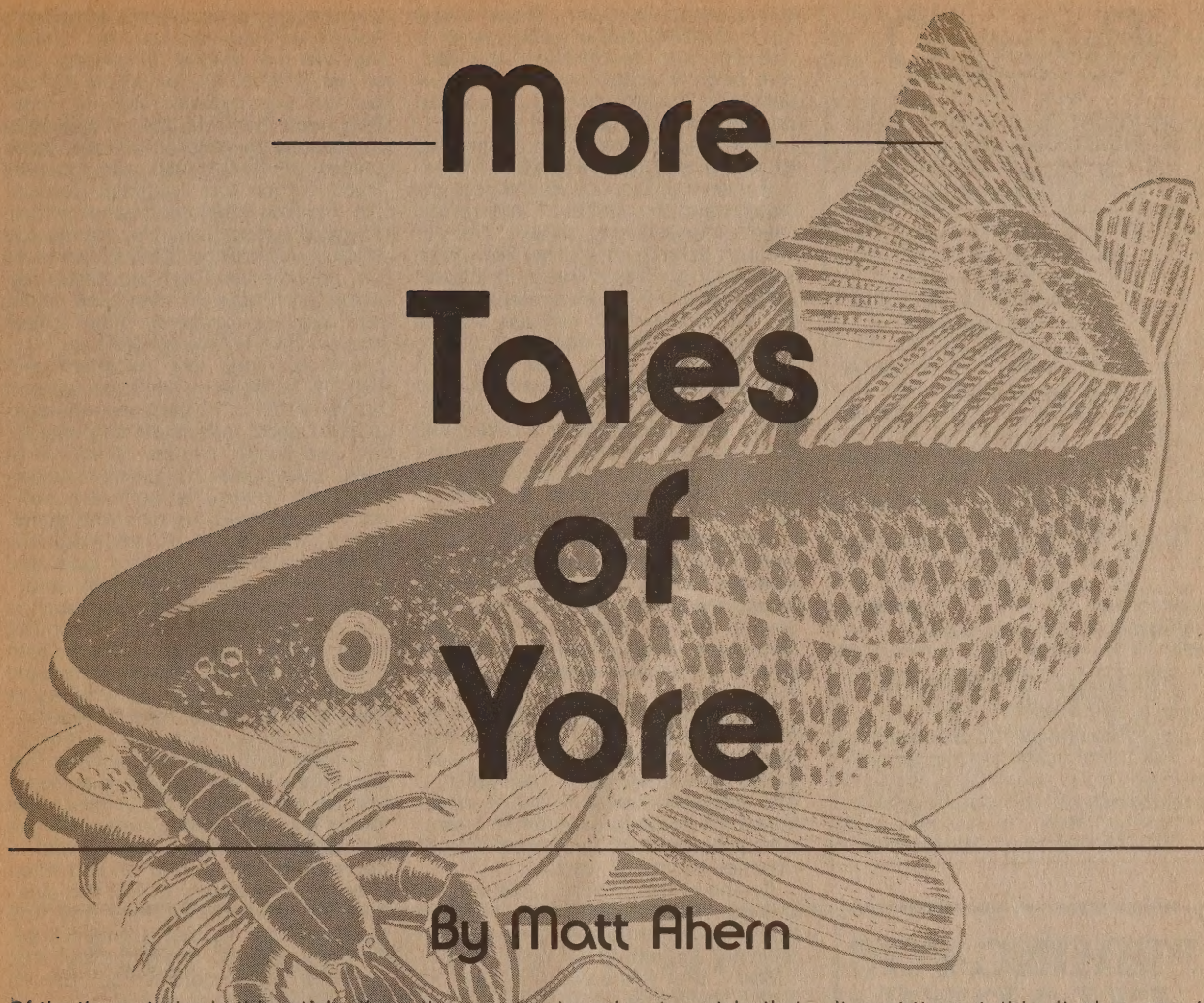

By Matt Ahern

Of the three stories in this article, the last is the one which has drawn many requests for a repeat. Hence, that's what I'll do; though for the life of me when I first wrote it some eight/nine years ago I never thought it would create such a stir.

Tale Number One, however, never drew as much mail as the one just mentioned above; for me, though, I thought at the time of its telling that it was just great. See—a guy never knows and it proves that the worst critic of a writer's work is himself.

Anyway, tale Number One is a story about a giant ocean sunfish. And I'll never forget it.

One bright late September day in 1931 while I was one of the mates on Canarsie's old Rose R II (still desperately trying to learn the ropes), I was busy bailing sea porgies along with everyone else while anchored over a good fish-producing spot on the inshore Sea Bright, New Jersey grounds.

We had been catching porgies from this particular spot for a week or so, nothing huge, but few under one pound. During the week we had had the daily company of a huge ocean sunfish, which apparently found the millions of small jellyfish covering the surface of the sea as welcome to it as our porgies were to us. It had become the crew's obsession to catch that innocent, inoffensive creature if it could be done—and mine, too, for I seek not to absolve myself: except to say when one is 17-years-old and is spellbound by the sea, anything that promises adventure is indeed welcome.

Whether ocean sunfish normally enter the shallow area we were fishing (30 to 35 feet), I didn't know at that time, for I had never seen one this close inshore before. I recall, too, that there was a pod of whales cavorting on the surface about three or four miles offshore. Evidently, they were also feeding on jellyfish. There were two adults, perhaps 35 to 40 feet in length, and three smaller ones about 15 to 20 feet.

These sizes are pure guesswork on my part; perhaps those whales were larger, perhaps smaller. But they were indeed wary. I noticed that about one-half mile was the closest a boat could approach the beasts before they became alerted, whereupon they would slowly submerge, not to resurface for an hour or so. Perhaps those whales were the reason our sunfish stayed close to shore, for it was extremely skittish.

Day after day that sunfish would approach, but never close enough to endanger itself. And day after day, as it went through this ritual, we would each grab a gaff and stand waiting at the rail for a closer approach. Several days passed in this manner; eventually we tired of the game and went on with our fishing—which is something we should have been doing all along.

But one afternoon just before leaving time, when all thought of the sunfish had been forgotten, it happened. One of the passengers cried out: "Shark! Shark!" There, fewer than 25 feet off the starboard, ponderous and erratic, a huge dorsal fin moved through the water, occasionally slapping the surface and splashing water and jellyfish far and wide...most certainly, I thought, not the speedy action of a streamlined shark. But it could be our sunfish.

And it was.

Seeming for some unknown reason to forget our presence, the sunfish approached to within ten feet of the boat. Four of us, each with gaff in hand, waited for that enormous fish to come within reach. The skipper had mounted the planking above the scuppers, and there he stood—much like a character from Melville's "Moby Dick," harpoon exchanged for a gaff.

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neavy object on deck. There was a loud, startling clatter, and the sunfish, sensing the vibration, sounded. But when it reappeared, instead of surfacing in safe territory, it popped up alongside the boat.

The skipper reached down and drove the gaff into its head.

For several seconds, it was just the skipper and the sunfish. I'm sure this seems impossible to believe, but our skipper actually kept that fish from sounding, giving us time to bring our gaffs into action. How he did it, I, for the life of me, can't tell you. I know only that the strain was great, for he trembled with the exertion, arm muscles extended like whipcord. And here was a man nearly 60 at the time, a man who weighed no more than 140 lbs. soaking wet, a man who possessed more stamina and strength than I. Certainly a plus for outdoor life.

One gaff handle snapped as if it were a matchstick; but eventually our number took its toll and when the struggling fish quieted, we got several heavy ropes around it and lashed the carcass to the rail. It was all over in minutes—but what minutes they were!

The dorsal fin was well over three feet in length and I and several passengers each cut off a small section as a memento of the occasion. The skin was similar to shark, and I nailed my piece to the kitchen closet, where it was used for the striking of matches for many years.

On the return to port, I was sorting sinkers and putting the wheelhouse to rights when the skipper turned to me and said something I'll never forget. "Marty, that was a bad thing we did today. Never will I do it again. If that fish was good for food, we could excuse ourselves. But to do what we did is a sin against God."

And to prove he was right, the fish was removed from the boat when we got in, weighed on platform scales (658 pounds!), placed back on the boat—and dumped at sea the next morning. Truly, as the skipper said, a waste and a sin.

Now for tale Number Two.

We who fish know that it is a grand sport—yet it isn't so safe that it can be considered tame. The smart fisherman is the one who keeps on his toes. I've had my share of minor (and major) close-calls, as do all who religiously follow our sport. Most of these mishaps mean little: knife cuts while slicing bait in a careless manner, or when filleting fish in a rush; slips and falls on a wet deck on a stormy day—are all part of the game. These we accept and try to avoid whenever possible. But occasionally, in the excitement of the moment, a fisherman does fail to keep his wits about him.

And this is exactly what I failed to do one winter's day.

The winter before the sunfish incident, codfishing had been very good. In fact, even by the standards of those days, it was exceptional. It was a codfishing season such as today's fishermen hope and pray for. Unless you were a market fisherman that winter (1929-1930), two hours' fishing was all a guy could take—or want. Even with this little time, it was often impossible to carry off one's catch unless plenty of help and close-by transporation was available. Codfishing was truly phenomenal that winter. The glut was so great, the commercial price at dockside skidded to two cents per pound—gutted! It no longer became profitable to fish and those hard-working trawler men had to look around for a less available fish.

And as usual with excellent codfishing seasons, the fish weren't large—a 10 or 12 pounder was considered good, with most cod averaging four to six pounds. There must have been heavy competition among those cod for the existing food supply, for they attacked the bait with gusto. There was none of this stealthy snuggling up to the baited hook and surprising the fisherman with its unknown presence. I can only describe the bite as a savage blow. Pow! The bottom that winter must have been penciled with rods and reels donated by startled fishermen who failed to keep a solid grip on their tackle.

But anyway.

On this particular day I was on that same Rose R II as a paying passenger and we were fishing the offshore Sea Bright grounds, pulling cod as fast as we could get bait on the bottom. I quickly filled my butter tub and when it became necessary to lay the overflow on deck, where they slid and sloshed about my feet, I quit. I knew we'd leave early; in fact, about that time most passengers had quit fishing and requested to go home.

But you know how it is with dedicated fishermen: many of us find it hard to stop fishing, even under such circumstances. And so it was with me. I just couldn't keep from trying it once more. And besides, during those Depression days, there were always neighbors who could use an extra cod or two. I baited up, sent the rig to the bottom, waited a minute or two, got the bite I expected, drove home the hook and began to reel in. Lo and behold—I had caught something I dreamed of: my first double-header cod.

Well. Need I tell you how a 16-year-old boy will act under such a circumstance? Of course not. I yelled my head off for the gaff. However, unfortunately, all the mates were busy gaffing other cod and I had to wait my turn. How long this would have taken, I don't know; but finally the skipper noticed my plight and came to the rescue.

"Which one do you want, Marty boy?" he asked as he reached over the rail.

"The big one! The big one!" I pointed at the cod, which actually was no more than 10 pounds, but a good fish for the day.

And here is where I forgot the first rule when fish are being gaffed. Let

the gaffer handle it. Keep clear of that gaff. Don't be nosey. The skipper stuck the gaff into the fish all right, but as he did, he came back hard on the gaff and the sharp bamboo end struck me in the left eye. I don't think even Jack Dempsey could have struck me a harder blow with one of his powerhouse jabs.

I'm sure that the Someone who watches over those of us who take to the sea had a benevolent eye on the guy who's now writing this tale, for I came out of the mishap luckier than I had a right to expect. My main concern was not my eye (?), but what my parents would say. They might stop my fishing. If so, what then? But here again I was "lucky." After my dad checked the damage and was satisfied that I would live, all he said was that he was sure I'd watch myself next time. I still carry the scar and many times while shaving, I notice it. My thoughts then race back to that long-ago day when I foolishly forgot to mind my own business.

Tale Number Three. And a bit of humor.

Sometime back in reply to a reader's letter on the deportment of party boat fishermen in the long-ago, I mentioned that in my nearly 60 years aboard party boats, I could recall only six cases of out and out drunkenness. In other words, we are all pretty good guys, with most of having little else but the catching of fish on our minds.

Of those instances of drunkenness, most abusers finished the day either seasick or staggering below to sleep it off. But one particular fellow, Gus by name, remains in my mind as a first-class example of fortitude. This fellow was what today is called a "falling-down" drunk. There was no question of that. Gus took more pratt falls than any vaudeville comedian I'd ever seen; falls that would have seriously injured a sober person. Let an extra-large sea come along and down Gus would go as if on command.

We were fishing the inshore Sea Bright grounds for blackfish on this particular November day—again on the Rose R II. (I guess by now you know we fishermen of the day considered Sea Bright as the fisherman's paradise. It certainly was that.)

Anyway. We arrived at the grounds with Gus still in one piece and we began to fish. This particular spot was notorious for snagging, but if you could accept that, the chances of nailing big blackfish were pretty good. It wasn't unusual for someone to deck an 8 or 10 pounder during the day.

Gus was fishing with a handline and losing more hooks and sinkers than any human had a mortal right to, but this didn't faze him one bit. He'd get snagged, break off the rig with fierce grunts and much effort, take another slug from his bootleg bottle, and call out: "Gimme another rig, Cap." To his companion at the rail he would confide: "That's some fish down there. I can't budge the beggar." For one to try and explain that he had only fouled on the rocks was a lost cause, for he insisted it was a big fish.

Several hours went by and fishing remained good, even Gus had a few decent blacks. His loss of riggings mounted as time passed, but he was game. I'll say that. The bergalls alone should have done him in. Between snagging bottom and picking himself off the deck, time went by.

And then it happened.

"Gotcha! Gotcha this time!" Gus cried out, as he strained at the handline. Most of us paid little attention and went about our business. One of Gus' companions shouted that the guy really had a fish on, and a big one to boot.

I remember watching the line slip through Gus' fingers: fast, then slow, but never hesitating or pausing, and I recall looking to the anchor to check if we were swinging. We weren't. Gus was truly hooked to a big fish.

Passengers shouted encouragement. Several stood by in readiness and helped Gus to his feet when necessary. I will never know why he didn't lose that fish. But he didn't. And when the fish was in reach of the gaff, I looked down and saw a beautiful striped bass wallowing in the wash of the boat, a striped bass that later tipped the dockside scales at 32 pounds.

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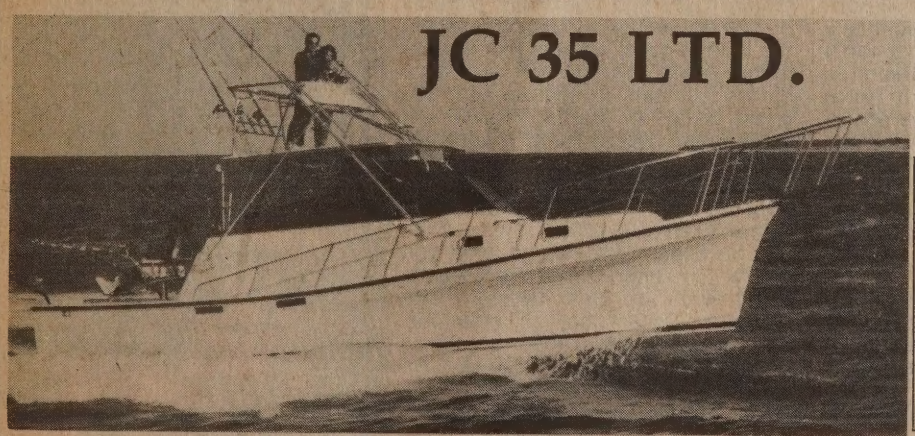

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Travel Log

By Jeff Merrill

Gol

Towers and outriggers gleamed from overhead spreader lights. The slight ripples of the Intercoastal Waterway reflected on the varnished transoms of the Montereys, Merritts, Ryboviches and Jim Smiths that lined the docks of Sailfish Marina. The only sound, other than an occasional fish story we heard, was that of the steady gurgling of the live bait wells that circulate the crystal clear water keeping the precious goggle-eyes alive for tomorrow's fishing.

These are the nighttime sights and sounds of Palm Beach, Florida. Conveniently located just 20 minutes from Palm Beach International Airport, Palm Beach and more specifically Singer Island, is a sport fisherman's paradise. Here, the Gulf Stream is nearer to land than anywhere in North America, only 3 miles offshore and is home to dolphin, kingfish, barracuda, as well as wahoo,marlin and sailfish.

The beautiful hotels, restaurants, tackle shops and marinas all make Singer Island a must stop during the winter months for cabin weary anglers. I had an opportunity to visit Palm Beach last February with my broher Dave, and I must say that it was everything our fishing friends had led us to believe and more. We were fortunate to have reservations at the Sailfish Marina, the tournament headquarters of Palm Beach.

Sailfish Marina is home to numerous sailfish tournaments during the popular months of December through February, as well as a variety of other tournaments during the year. Lodging at Sailfish Marina is very comfortable. You can choose from a motel room with double bed to an entire efficiency, fully furnished to accommodate the whole family. Beamed ceilings and warm wood paneling give the rooms a nautical look. The Galley Restaurant offers a wide variety of breakfast, lunch and dinner specials and the food is excellent. Be sure to ask for their warm cinnamon rolls with breakfast—they're great! For further information, contact The Sailfish Marina, 98 Lake Drive, Palm Beach Shores, FL 33404, or call (305) 844-1724.

Just down the road from the Sailfish Marina is the famous Buccaneer Yacht Club. The Buccaneer, also home to numerous tournaments, can accommodate the angler comfortably during his stay. The restaurant at the Buccaneer is well worth a visit for lunch or dinner while on Singer Island. The beautiful game fish mounts in the dining room and numerous pictures of fishing vessels and game fish in the lounge make anglers feel right at home. While having a before or after dinner cocktail in the lounge, the latest issues of Marlin, Tournament Digest, and Sportfishing magazines are available for you to scan through. I suggest that you call early for reservations for motel accommodations or dinner. (305) 842-1620.

If an oceanfront view is what you desire, the Hilton Inn of Palm Beach along with the Best Western and Sheraton Ocean Inn, all offer luxurious accommodations along Florida's famed Gold Coast. All have pools, restauants and lounges as well as dancing and entertainment nightly. Again, advance reservations are recommended.

The Singer Island Motel and Hotel Association in Palm Beach can also assist the visiting angler in finding accommodations to suit his specific needs. They publish a brochure listing all the local hotels, motels, recreational activities, restaurants, and other points of interest, including shopping spots for the ladies to visit. Contact them at (305) 844-3311, 9AM to 9PM.

Singer Island and the surrounding communities boast a variety of fine restaurants of different cuisines. If Italian food pleases your palate, try Portofino's located on Ocean Blvd. on Singer Island. They offer a wide variety of Italian dishes from seafood to pasta. Across the parking lots from Portofino's, you'll find Fathoms. They offer a continental cuisine set in a rustic nautical atmosphere, though their menu is limited. For elegant dining travel north on U.S. 1 to P.G.A. Blvd., Palm Beach Gardens, where you'll find the River House. They have a wide variety of entrees from veal to

Some first rate sport fishing Sailfish Marina, shown here during

Coast Getaway

Dave Merrill hefts a toothy barracuda plus a great eating dolphin which he caught while on a trip to Palm Beach.

chicken, steak to seafood, a fine salad bar and an extensive wine list. All of this is set in an elegant atmosphere right on the water.

Hooters on Military Trail in West Palm Beach is my choice for some fun while enjoying a good inexpensive meal. A menu that includes shrimp, oysters, crab legs and clams, as well as steak sandwiches and more types of chicken than imaginable awaits you there. The atmosphere is very casual and the comedy stunts performed by the waiters and waitresses with each other make this lunch or dinner an experience.

If you plan on fishing while in Palm Beach, and by all means you should, the Sailfish Marina can help you secure a charter boat. Although they do boast a large fleet of luxurious charter vessels, I suggest you contact them a few months ahead of your planned visit to be sure a boat is available.

boats fill the docking slots at the tranquil hours of night.

One worth looking up is the "Marker 32" which is captained by Joe "Spider" Halperin. We fished with Captain Spider during our visit and although we had difficulty finding sailfish that day due to warm weather, we did raise one, and caught dolphin and barracuda up to 45 pounds, all on 20 pound class spinning tackle. Captain Spider has over 30 years of fishing experience, is fully licensed by the Coast Guard and is a captain and guide for both Mako Marine and the Bahama Tournaments. For those of you not familiar with Palm Beach fishing, Captain Spider will explain the techniques as well as the baits and tackle essential to catch sailfish, dolphin, barracuda, kingfish, wahoo, tarpon and tuna. A trip with him, either half or whole day, is sure to be enjoyable.

Since Sailfish Marina is headquarters to most of the charter boats in the area, there are many other boats to choose from, including the gold-platers like the Montereys, Rybos and Merritts. In case you can't get a trip with Captain Spider, I can also recommend Captain Glen Stroude of the "Reel Fun."Call (305) 848-7672 to make your bookings. The staff at Sailfish can help book any charter boat on the dock.

If you wish to have your fish mounted, the Sailfish Marina can assist you in finding a taxidermist to mount your trophy. Some taxidermists today can recreate a mount from photographs and size dimensions, allowing the angler to tag and release his catch and also enjoy the beauty of a trophy mount for years to come.

No trip to the Palm Beaches would be complete without a visit to the extensive list of boatyards, custom boat manufacturers and tackle shops. Murray Brothers located on E. Blue Heron Blvd., Riviera Beach is the big game angler's candy store. A stroll down the aisles of their store will surely add to the angler's holiday gift wish list. The beautiful fighting chairs, rocket launchers, step boxes and bucket harnesses, as well as their custom rods, lures and sport fishing tackle and accessories, are sure to catch your eye. They also have a fine line of sportswear and fishing videos, an exquisite line of hand-carved wood and painted fiberglass game fish that are available as lamps, trophies and desk sets, as well as a large selection of lucite and crystal gifts, hand-engraved with the game fish of your choice.

Just down the road a bit is Bob Schneider's Pro Tackle Shop. Schneider's also carries a wide variety of offshore lures which they manufacture and market worldwide. They stock a complete line of big game fishing tackle from hooks and swivels to custom rods and sport fishing accessories.

On Blue Heron Blvd., you'll find Pompanette's. Here you can see a wide range of fight chairs, helm chairs, gin poles and all types of gaffs and sport fishing gear.

While in Palm Beach, why not stop by Ocean Yachts of Palm Beach, the world's largest Ocean Yachts dealer and Rybovich Boat Works, a name that speaks for itself in the world of boating.

If time permits during your visit, a ride up the coast a bit to Stuart is also worthwhile. Stuart is the home of Monterey Marine, Inc., and also Stuart Hatteras.

As you can see, the visiting angler has plenty to do while visiting the Palm Beaches and to top it off, the Miami Boat Show is not far if you're in the area while it is in town. This year's edition is slated for February 11 to 17, 1988. When making your winter vacation plans, why not include the Palm Beaches in your travels—you won't be disappointed!

Trailering Long

By Art

Jim Swenson trailers his 20 foot fiberglass center console boat from his Harrisburg, Pennsylvania home to many launch ramps on the New Jersey shore and Chesapeake Bay. He even heads for Long Island Sound spots, and on occasion, journeys to New England places when the action's hot. These jaunts are round-trip drives of 6 to 14 hours. He also trailers his boat every winter to the Florida Keys.

Last year his summer outings were uneventful. Then in February on the way to Florida, the rusted bearings in his trailer's left hub froze. He had no repair equipment and no spare parts, and he had no idea what was wrong except that the wheel whistled and smoked.

By the time he made it to Florida, two days later than expected, the repair bill and extra motel expense totaled $200. The ordeal cost him much more in wasted time, aggravation and losing part of his hard-earned vacation.

Regularly maintaining and servicing your trailer and tow vehicle practically ensures that you'll have no problems on the road. But if your trailer breaks down far away from home, your fishing trip, and perhaps your vacation, may be ruined, as was Jim's Florida trip. With a few tools and spare items and some practice in repairing and replacing your trailer's parts, you can keep yourself on the road at least long enough to get your rig to a dealer. You might also save a lot of money in costly repair bills and you could even salvage your vacation.

Here are 10 practical ideas for long distance trailering.

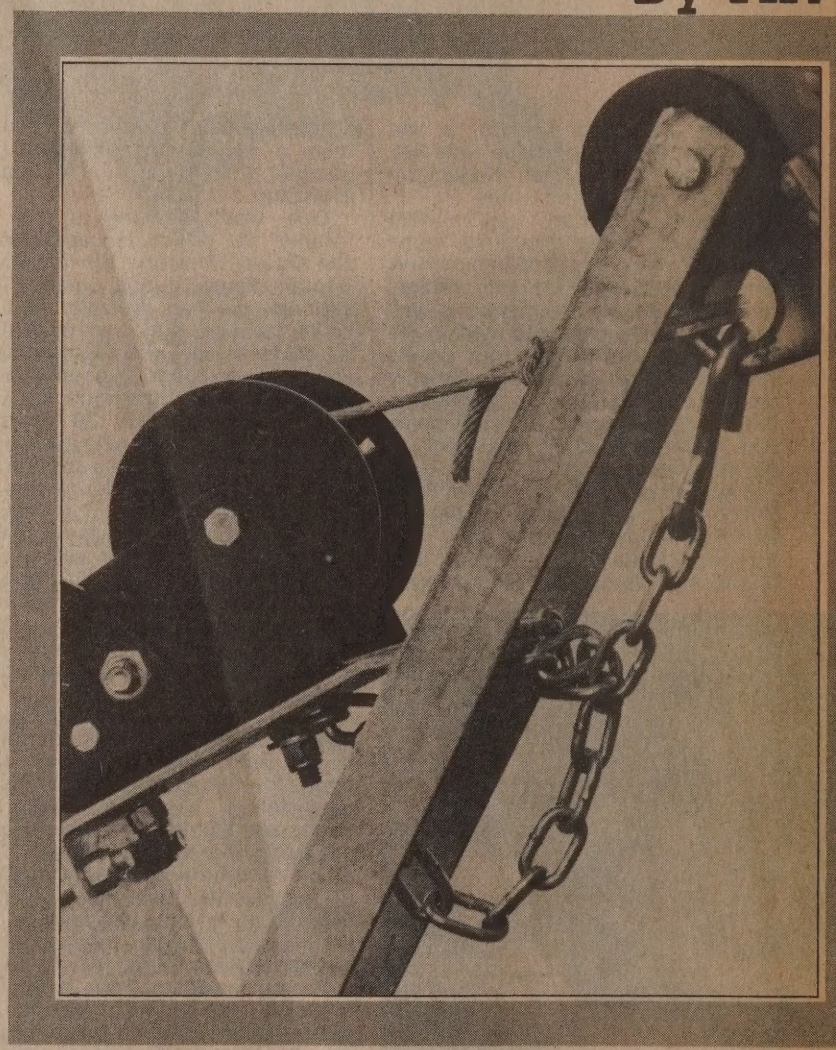
1. Spare tire, lugs: You'd be surprised how many people bring none on a long distance jaunt. Just ask your marine dealer if you don't believe it.

It's a good idea to buy a brand new spare tire mounted on a correctly sized rim for the long haul. Air it up fully at the beginning of each trip. If you're lucky, the spare tire will be your constant companion on your fishing trips and you'll never have to use it.

Be sure also to carry spare wheel lugs that are sized correctly for your hubs. If you break a few along the way, and yours are odd-sized, you'll be damn glad you have extras.

2. Tire pressure gauge: You need a reliable one because service station pump indications aren't always accurate. I use a bicycle tire gauge that measures up to 120 psi. Trailer tires often require about 60 psi, but many automobile tire gauges only measure to 50 psi. The bicycle gauge gives accurate readings for trailer tires well within its range.

Tire pressure is an important consideration because heat is a tire's enemy. Excessive heat on the long haul is caused by under-inflating the tires or overloading the trailer. An under-inflated tire or an overload causes tires to flex more than they should, creating heat. Excessive heat causes the vulcanizing compound that holds the rubber to the tire cords to weaken. This gives you poor tread wear, and it could cause chunking—pieces of the tread actually come out of the tire. If the tire weakens enough in some places, you could have a blow-out.



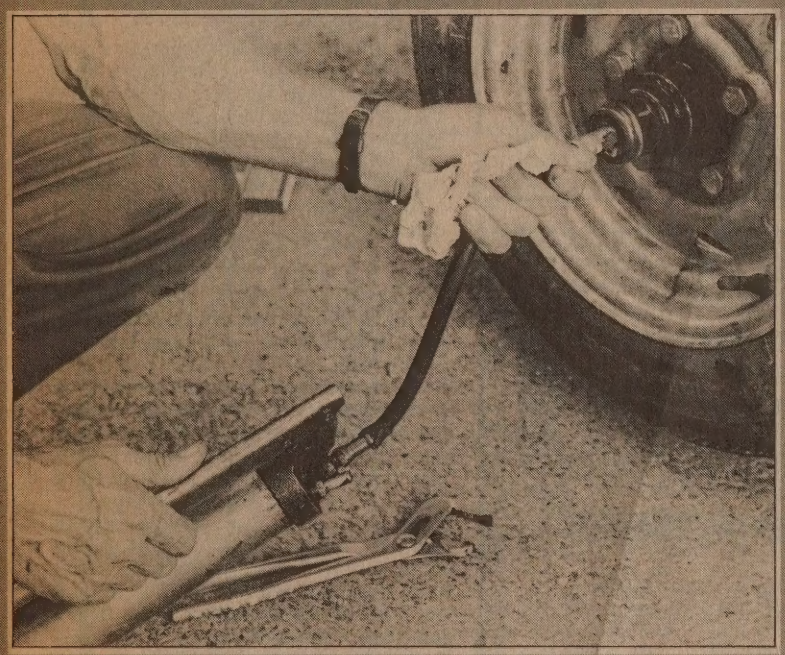
The best insurance against this problem is keeping the tires inflated at their maximum pressure, listed on the tires. While on the road, check your tires now and then. Normal use makes trailer tires warm. If the tires feel hot, you probably have an inflation problem. That's why you need a reliable tire pressure gauge. You can feel the trailer tires now and then as a safety precaution, but measure inflation pressure with the gauge, not by your assessment of the tire's heat.

Make sure on the long haul that you don't overload the trailer. Do you know how much your trailer weighs fully loaded and whether your trailer is actually the proper size for your fully loaded rig? To find out, first weigh it at a truck stop. The cost is usually about $1 per axle.

The weight of your boat and everything in it, plus the weight of the trailer, should be less than the max-

Over the Haul

Michaels



Left: On the long haul and for all your trailering, always use a safety chain at the bow with the bow winch rope or cable. Above: The hubs are the heart of your trailer. Keep them in good shape and they'll work just fine on a long distance run. Use high quality grease and don't overfill your bearing protectors.

imum load rate of your trailer. This calculation lets you know if your trailer is actually the right size for your rig.

The weight of your rig fully loaded should not exceed the load rating of the trailer tires. For instance, if your trailer has two tires each rated for 760 pounds maximum at 60 psi, the total weight of your fully loaded boat, motor and trailer should not exceed 1,520 pounds (2x760 = 1,520).

3. Jack, lug wrench: Make sure your tire jack fits your trailer. You don't want to be disappointed the moment you actually need the thing. You can save space if you use a jack that works on both your tow vehicle and on your boat trailer.

Know how to use the jack properly and make sure it works before you go. Practice jacking up the trailer in the safe confines of your driveway if it's level, or in a level, empty supermarket parking lot. It's better to work out all the kinks in practice than to play it by ear on a dark highway hundreds of miles from home.

Furthermore, your tow vehicle wheel lugs and your trailer wheel lugs may be sized differently. Make sure you carry the right lug wrench or wrenches to fit both sizes.

4. Winch rope or cable: Carry a spare with an extra snap. Check the rope or cable before you leave. If it shows signs of fraying, replace it before the trip.

Always hook up a safety chain at the bow. Never rely solely on the bow hook to hold your boat bow in place. A safety chain holds the boat on the trailer if your winch rope or cable fails, thus preventing a highway emergency and great damage.

5. Hubs, bearings: If you service your trailer hubs properly, you will likely have no problems. But for long distance jaunts, consider these details just in case you run into trouble.

You need to know the correct sizes of bearings, races, seals and cotter pins before you can replace these parts. Make sure your spare parts match what's already on your trailer. Remove one hub assembly and read the numbers on the parts. Write down the numbers so you won't forget them. Match your spare parts with these numbered parts.

Boat trailers rated for light loads usually have straight spindles with inner and outer bearings of the same size. Trailers meant for heavier loads often have tapered axle spindles. This means that the inner and outer bearings will be sized differently.

In addition, trailers with brakes are often equipped with double-lip inside seals. These seals offer greater protection to prevent grease "blow'by." In a blow-by, grease seeps past the inside seal, gets onto the spindle and could eventually leak onto the trailer brake shoes, thus making them unsafe.

Ask your dealer to help you determine which specific spare parts you need. This move is important. You can't fix your trailer with the wrong spare parts. Ask the dealer also to show you how to replace your bearings, seals and hubs.

A good strategy for long distance trailering is to carry one complete spare hub with packed bearings and a spare cotter pin. In this way, if you need to replace a bearing or a seal, you just replace the entire hub assembly. This procedure is actually simpler and faster for on-the-road repairs than what's required to replace a bearing or a seal by taking apart the hub assembly. Carry the spare packed hub in a sealable plastic freezer bag. This keeps it clean.

6. Bearing protectors: I wouldn't dream of trailering without bearing protectors, like those made by Bearing Buddies or Wesbar (called "Auto-Lube"). Carry one spare.

7. Grease Gun: If you tote a complete spare hub packed with grease, chances are you don't need a grease gun. Still, I take one because during heavy use I give each hub a little shot of grease every so often, through the bearing protector. Carry a grease gun with an extra tube of lithium-based,

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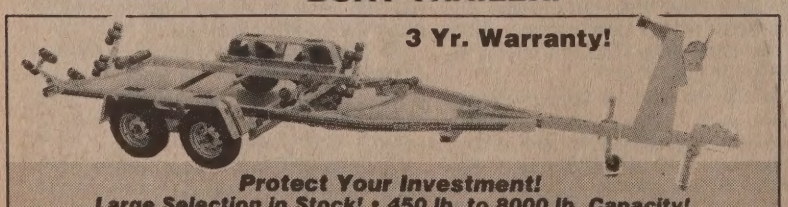

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You'll find a variety of grease guns and grease containers in marine supply stores and automotive supply stores.

A caution about grease: do not overfill your hubs with grease. This could blow the seals, even though most bearing protectors have a pressure relief feature. This usually consists of a small hole in the bearing protector that lets the extra grease snake its way out onto the bearing protector.

Read the maintenance instructions carefully for your bearing protectors. Know when they are filled properly.

8. Emergency light: I carry a flashlight with fresh alkaline batteries and a small, powerful lamp with a long cord that plugs into my tow vehicle's cigarette lighter. I also have a device for the light with a 10 foot cord that lets me hook it up directly to the boat battery. If I need to check something or repair an item, the lights turn darkness into sunlight.

A long cord on the lamp lets you reach the length of your trailer. Even during daylight hours, you need the lights to check beneath your trailered boat, for instance, or to peer inside a wheel hub.

9. Tow vehicle: Your trailer might be in tiptop shape, but if your tow vehicle breaks down, you're just as stuck as if your trailer broke down. Be sure your tow vehicle is serviced properly for a long trip, or for a season of trips.

What if your tow vehicle breaks down? If you trailer a lot, it might be wise to join an automobile or travel club that features free towing service as part of membership. This might save you time and money.

If your tow vehicle needs to be towed to a garage for repairs, have the serviceman take your tow vehicle by itself to the garage and then come back for your trailered boat. Towing your tow vehicle with your trailered boat attached can be done, but the heavier the rig, the more dangerous this practice becomes. It's better to foot the extra expense of having the serviceman return for the boat and tow it separately to the garage.

10. Tools and tool box: My tools include wrenches, pliers, screwdrivers, a ball peen hammer, small 2x4 (for removing and installing bearing protectors), grease gun, extra tube of grease and spare parts. I carry all my trailer repair tools and spare items in their own box, a Plano TDS 601. Nine out of ten times the box stays in the back of the van and during my trips I hardly think about it.

I bought separate tools for my trailer repair kit from my tools I use around the house. In this way I know that on a cold, rainy highway at midnight the ball peen hammer and my pliers are in the repair kit when I might need them, not sitting on the washing machine at home, 347 miles away.

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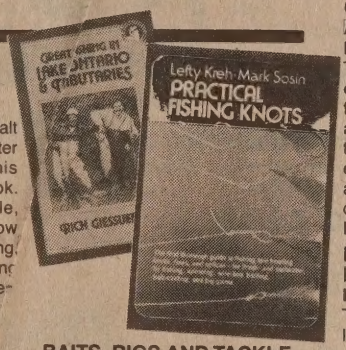

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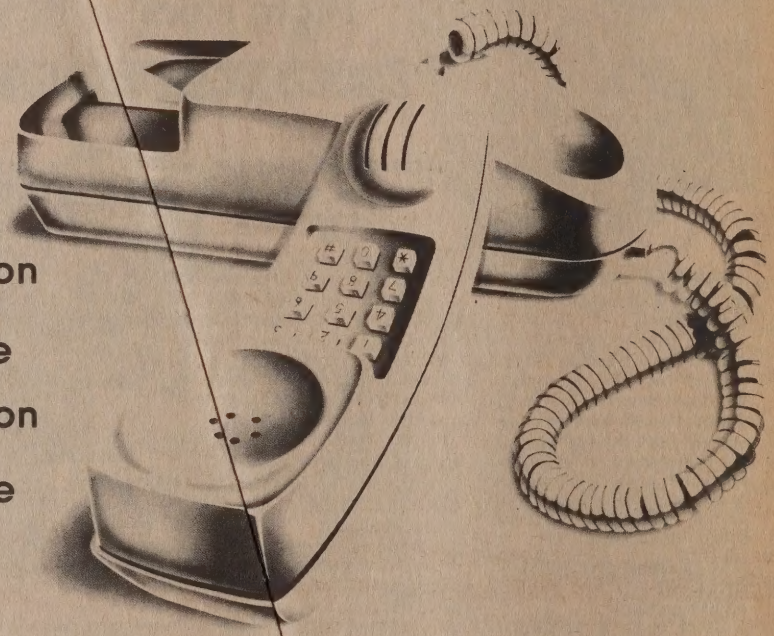

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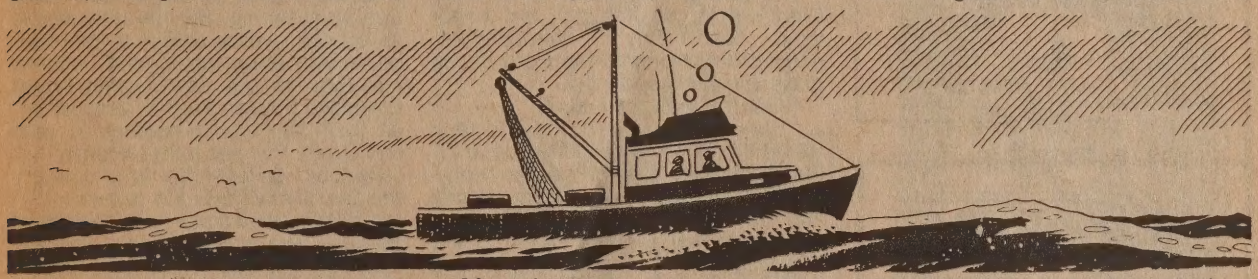
A Night on the Cam Ke

By J. Chad

A vicious rain cuts across the deck. Cold, stinging, blown by a rising wind. The sea was getting a grey, angry look, waves building and crests turning over white and frothy.

"Looks like we're in for a good one," Grady states as he enters the mess, hand on bulkhead to brace himself while the bow of the Cam Ke goes up, hangs for a second, and plunges, twisting to starboard, back down in the sea. Water drips from his foul weather gear, he hesitates, absorbing the shock of a wave bursting on the bow, then pours himself a cup of coffee.



Captain Grady Roy is 45, husband to one Delores Roy, father of four, and any day now, a grandfather to be. "Weather people have been fooled again," he says, steadying himself against the roll and sipping his coffee.

Before him in the galley of the 59 foot offshore lobster boat, Cam Ke, sit three of her crew, Parker Lyons, Rod (Rodney) Fowler and Chuck Heslin. In the pilot house on the wheel is John Clark.

"She's building," John states, matter of factly, when Grady arrives with his coffee and takes the wheel. The wind is beginning to scream and the sea is changing its look from angry to menacing.

"In-between a rock and a hard place," he says. "It's a storm that's building, going to be a real sweetheart. No way can we beat it in, going to have to ride it out the best we can."

Fowler is excited, Parker Lyons and Chuck Heslin feel only cold and wet. They, along with Grady, are now on deck securing and lashing down. Rod is exhilarated by the seeming adventure of it all—dark sky, wind-whipped sea, waves breaking on the bow, sting of the spray, lee rail dipping tantalizingly close to the boiling sea. The young man feels vibrant and alive, feels no discomfort from the drenching spray and the damp chilling cold. He feels no hazard from the force and fury swirling about him, only excitement in being part of the scene.

Of the friendships aboard the Cam Ke the oldest is between Lyons and Heslin. They had known each other for some time before winding up both sailing on the same vessel. Family ties were close also; their wives had been friends since childhood. It was Chuck and Janet who had introduced Bernice to Parker and now the Lyons were godparents to Chuck and Janet's son Jason as the Heslin's were the godparents of little Veronica Lyons.

"Not old Grady and John Clark. They were born with the wind in their eyes and saltwater for blood."

"Even them," Parker answers with a smirk, sensing the fun being poked at the two older men. He likes Grady. Roy is a kind and patient man, and a fine captain. John—he doesn't dislike but Clark is quiet with green-blue eyes as impersonal and independent as the green-blue sea they fish. A good fisherman and shipmate but you couldn't really get to like someone you couldn't get to know.

By four o'clock, Boston weather is still calling for gale winds on Georges, but for the Cam Ke and the five aboard her it is a storm that is engulfing the banks. The winds are gusting over 80 miles an hour producing towering seas and great cascades of falling water. As the storm intensified, so does the size and force of the seas.

One such sea smashes into the Cam Ke just as Fowler enters the pilot house to relieve Clark at the helm. It crashes down on the vessel burying the bow, putting the forward deck under water rail to rail sending tons of water blasting against the pilot house and the glass of its windows. The thick glass holds, but has cracked.

"Get below," Clark shouts without hesitation. "Tell Grady the glass is ready to go; get some lumber and get back up!"

Shortly after Grady arrives another sea crashes into the pilot house, shatters a starboard section of glass, buffeting the men with shards and spray, shorting out electrical equipment and leaving the two ankle deep in sea water.

"Damn!" Ray exclaims looking at John. Clark's face is lacerated in several places and an ugly piece of glass is embedded in his forearm.

"Pull it out and tape it shut," Clark yells never taking his eyes from the sea and the Cam Ke's bow or his hands from the helm.

Another sea hits them, breaking out more glass and spraying the already damaged electrical equipment with additional saltwater.

Heslin, Fowler and Lyons arrive with line, pieces of plywood and nails and a hammer. It isn't a pretty sight that greets them. The pilot house is a shambles, navigational equipment sizzling, and shorting out, water everywhere and at the helm is John Clark dripping blood, face contorted in a grimace of pain and a large shard of glass protruding from a swelling,

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discoloring right forearm. Fowler feels weak and queasy. Ray tells him to go below and find a roll of tape, then he turns to Clark.

"Get it out!" the man at the helm states.

Grady grasps the protruding glass and pulls. The glass is wet from blood and sea water, his fingers slip.

John Clark feels his stomach and knees go weak, sees gray before his eyes. He fights it off, shakes his head, sucks in a deep breath of air, and shoots a hard glance into the other man's eyes.

Grady tries again, this time grasping the glass with his handerchief. It pulls free with a spray of blood. The man at the helm drops to his knees, then pulls himself back up to his feet, his hands never leaving the wheel.

Another cascade hits them, sending water into the pilot house.

"We've got to get it closed!" Grady shouts. "One of you is going to have to come out there with me."

Parker volunteers. The two men step out of the pilot house, secure safety lines to themselves and work their way forward. Chuck Heslin stands by to pass the material through the opening where the glass once was.

Rod Fowler returns with the tape. Clark's arm, now bloody, but bandaged with Roy's handkerchief, doesn't affect him as the sight of the glass and the wound did.

"Got the tape," he says.

"Then get over here, kid and tape this damn hole in me shut before I bleed to death," is the caustic reply.

A wall of water hits them, floods and washes through the pilot house. Lyons and Roy appear in front of the broken glass, Heslin passes them the material. Quickly the wood begins to block out the shattered glass, leaving only a small aperture from which the helmsman can view the bow and the sea.

With the amount of water entering now inconsequential, Heslin turns his attention to the navigational equipment signaling Rod Fowler to help.

A great sea crashes into the vessel, its impact throws heslin and Fowler to the deck and almost knocks Clark from the wheel.

Outside the pilot house the two men returning along its port rail are engulfed by the surge. Their grip on the rail wrenched free they are carried by the flood only to be violently stopped when their safety lines go taut. Dropped from mid-air as the surge passes them, both swing as pendulums back toward the ship, slamming into the superstructure below the pilot house rail.

Something is wrong with Parker Lyons' left arm. It is numb and useless, the shoulder feels like a great ball of dull ache accentuated with sharp little flashes. With his good arm he reaches up and grabs hold of the base of a rail stanchion. Beside him Grady Roy hangs limp on the end of his safety line alternately bouncing against the superstructure and swinging clear with the pitch and roll of the Cam Ke. Another wave buries the bow and rolls up the deck. Parker clings to the stanchion but Grady's inert form is swirled about, swung out, and comes crashing back. The sound is sickening.

Seeing their plight, Heslin and Fower leave the pilot house to help their shipmates. Another sea crashes down on them, fighting the force of the water and the motion of the ship they get Parker up over the rail and push him into the pilot house. Bracing themselves against a cascade of water they make their way to Grady. It is a struggle to hoist the dead weight up and over the rail and no easier to half drag, half carry, the lifeless form along the pilot house port rail.

A great sea builds before the Cam Ke. Rod and Chuck see it and both know that when it crashes down on them Grady will be lost, for there is no way they can keep his limp body from being washed overboard without they themselves being swept away. They struggle to gain the pilot house. The wall of water looms above them. Forsaking the rail's security, Chuck places both hands on Grady and Rod and literally throws them into the pilot house's safety as the water comes crashing down. Grady and Rod tumble spawling into the pilot house as the sea sweeps Chuck to the deck below and there, struggling, washes him into the sea. In the pilot house Clark and Fowler stare at each other. At their feet Lyons huddles in pain and Grady Roy lies either dead or unconscious. Somewhere in the angry sea Chuck Heslin fights to live.

"Either we all come back or none of us do," Clark states. "That's the way I see it." The man at the helm is pale and weak, small trickles still run from the cuts on his face, but between the handkerchief bandage and the winds of tape larger quantities continually ooze. He has lost a lot of blood.

"Right!" Fowler shouts.

Parker Lyons looks up, catching the eyes of the man at the helm. His own hurt has increased. No longer is it a ball of dull ache, it is now a spreading, pounding pain that engulfs his left shoulder, left arm, and upper back. He looks to the man at the helm and nods in agreement. Clark turns back to judge the sea. Never knew him until now, Parker thinks, staring at the bleeding man. "Good people," he says to himself, "maybe not as friendly as one would wish, but good people."

Bets made, gamble taken, they win. Even though the Cam Ke lays on her beam end, starboard rail under, keel coming dangerously close to broaching, they come about and run down the sea towards the man struggling to stay afloat in the storm.

"It's up to you now, kid," John Clark says, matter of factly. "Lash yourself to the rail and get a line to Chuck. Make it good, he can't keep afloat much longer in this sea."

Chuck Heslin thinks of his wife Janet, of his little son Jason. He is

neither sad nor remorseful; he just thinks of them as he fights to keep his head above the violent water. His strength is going fast. A roller buries him, he struggles to regain the surface, reaches it, fills his lungs with air, another wave crashes down on him; again he must fight for the surface. It won't be long now, he knows he is getting tired.

Another wave buries him. He struggles for the surface, breaking water, he sees the bow of the Cam Ke bearing down on him. And there, at the starboard deck rail is young Fowler, a coil of line in his hand. The line springs out, arches toward him. The life ring lands only feet away. He swims for it. Grabs it. Holds it tight. A sea breaks over him, buries him. He clings to the ring, breaks the surface once more and feels himself being pulled to the rolling heaving hull.

Rodney Fowler feels as if he had been in a battle. About him the pilot house appears as a combat zone. On its deck Grady Roy lies breathing, but that's all. Against the bulkhead are Clark, Heslin and Lyons. One huddled in pain, one breathing heavily trying to regain strength after his ordeal in the storm-swept sea, and the third passed out from loss of blood.

"Keep her headed into the sea, kid, storm can't last forever. Just take it bow in," John Clark had said when he fought the Cam Ke back into the wind and surrendered the helm to Fowler, after which he stepped back, turned to his left, and collapsed.

"How are you doing, Chuck?" Fowler asks, apprehensively. He is frightened and nervous, the sea and the storm are no longer an exciting adventure. He feels lost and helpless, alone amid forces so much greater than he and he needs desperately to hear the sound of another human voice.

"I'm okay...just a little beat."

"That's good, Chuck. That's good."

"This is a bad storm, Chuck? A bad one?"

"Can't say it's the worst I've ever seen," comes the answer. "But it's far ahead of whatever was in second place."

Rod laughs. Chuck is a hot sketch. It's good to hear his voice. The storm can't last much longer. Good old Chuck will be up and around in awhile and everything will be better. Just have to keep her bow on like John Clark said. Keep her bow on...that's all. Bow on.

Author's Note: The Cam Ke and her crew survived. Grady Roy became a grandfather while he was recuperating from fractured ribs and a concussion. Parker Lyons' badly dislocated shoulder mended well and the process afforded him some time to spend with his wife and child. John Clark needed only some stitches and a transfusion to put him back on an even keel. The three of them, along with Chuck Heslin and Rodney Fowler went back to sea.

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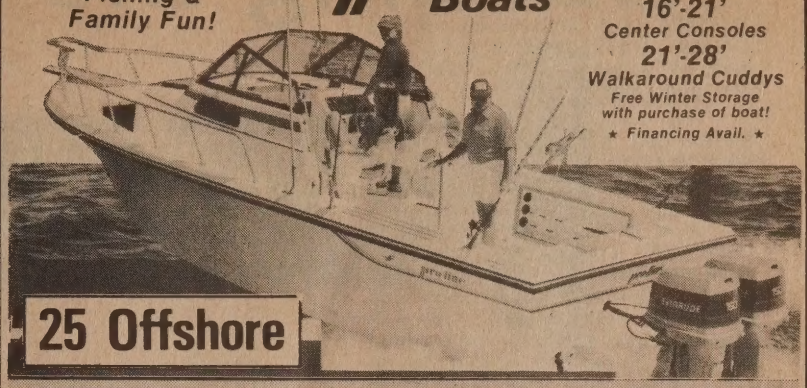
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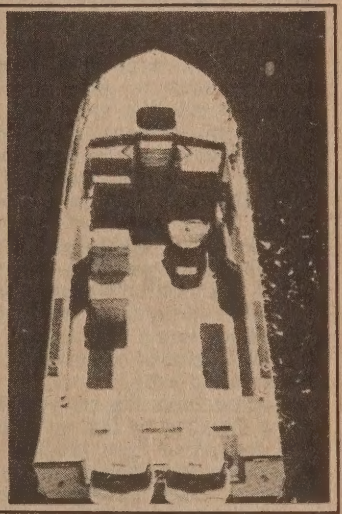
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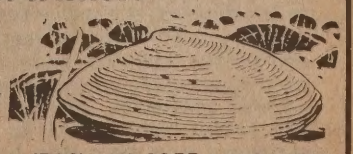
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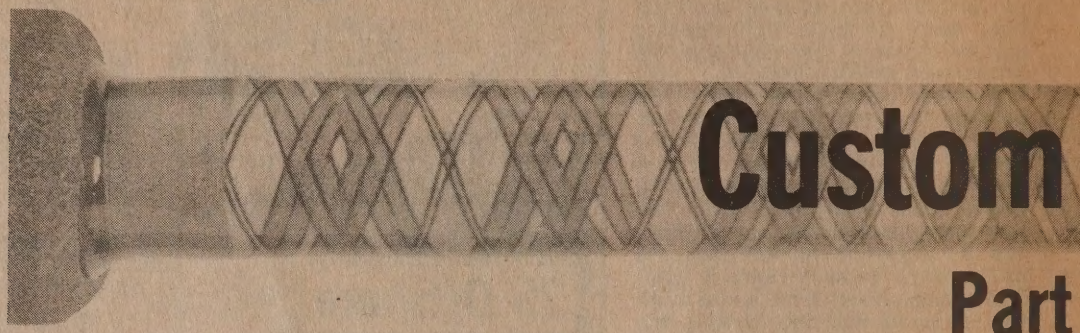

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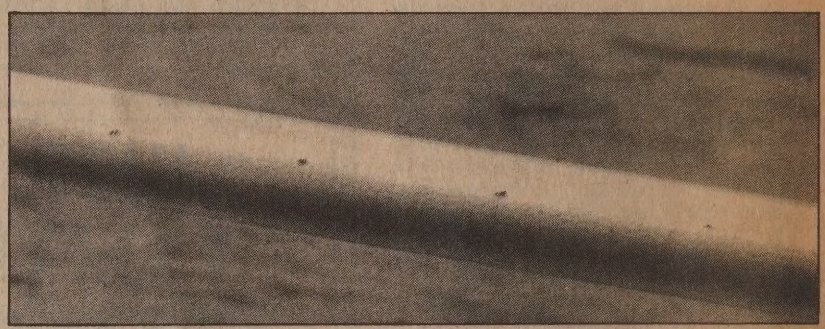
By Capt Pete

Although a classy butt wrap is the trademark of an expert rod builder, it has absolutely nothing to do with how your rod will perform. Its function is purely decorative, but keep in mind it is like the artist's signature applied to his finished masterpiece.

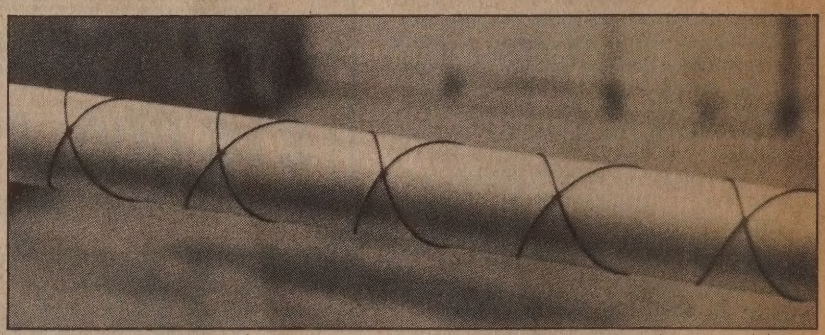
A diamond wrap is nothing more than a series of different colored threads spiraled up and down the rod blank, right in front of the foregrip. Anywhere from 3 to 5 colors can be incorporated into a diamond wrap, depending upon how fancy you want to get. Traditionally, we use 3 colors in most of our diamond wraps preferring a more conservative design. We always stick with the same colors used in the underwrap and overwrap, sometimes using black, gold, red or the same color of the grips to accent the diamond wrap.

Start by underwrapping the section of the blank to be diamond wrapped with the same light colored thread you used before. We usually make our diamond wraps somewhere between 6 and 8 inches long. The choice is up to you. For simplicity's sake, we'll call this underwrap the Base Wrap. Now, directly in line with your guides and the middle of your reel seat, mark the base wrap with pencil marks an inch apart. Measure directly from the front edge of the foregrip. These marks or dots will serve as a guide for crisscrossing the first thread of the diamond wrap. Turn the rod over 180 degrees and make the same pencil marks an inch apart, this time starting 1/2 inch up from the foregrip. This will offset the bottom set of marks by a half inch and put them halfway between those on the top of the blank.

Tape the first thread to the foregrip and spiral it up the rod blank and then back down again, crossing the thread at the previously marked points. Check this first thread for careful alignment with the guides and make sure the "Xs" formed by the first thread are even and straight. It is *extremely important* to get this first thread right, because the whole diamond wrap is based on this first thread. Now do the same with another thread of the same color, this time to the right of the first central thread. The "X" formed by the two previous threads forms the diamond in the center of the wrap, which will appear like magic a little later on.



Pencil marks in place on base wrap.



First thread of diamond wrap in place.

Tape a different color thread to the foregrip and spiral it up and down the blank just like before, only this time to the right of the first threads. Tape it in place. Now take the same color thread and spiral it up and down the blank, this time to the left of the first threads. Continue to spiral this color thread up and down the blank, alternating on both sides of the central threads until this band of colored thread is as wide as desired. We usually make this band 6 to 12 threads wide on each side depending on the diameter of the blank. **Note:** All of these threads must be spiraled up and back down the rod on both sides of the central threads for a diamond wrap.

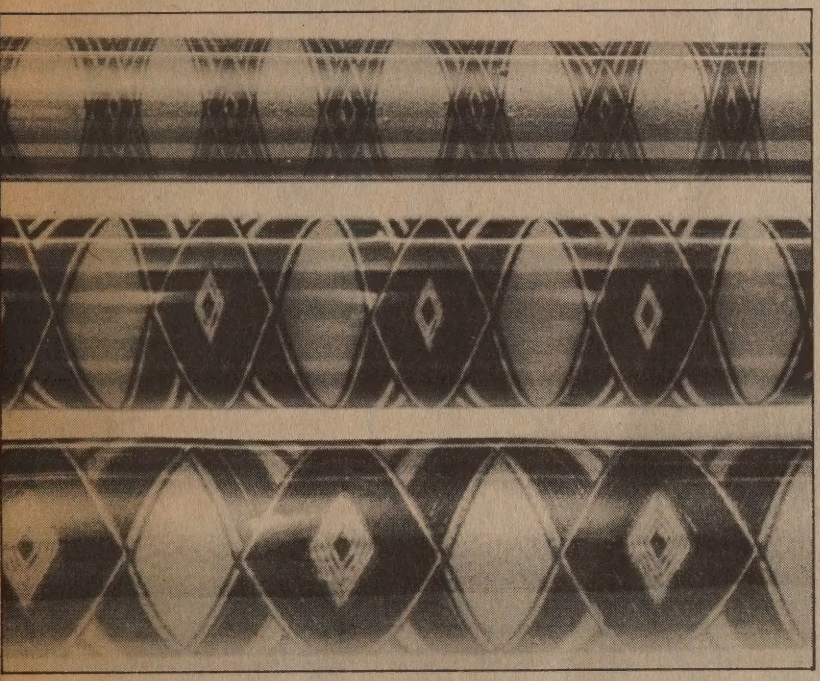
Tape on a new color thread, spiraling it up and down the base wrap as before. Do this until this band of colored thread is as wide as desired. The diamond wrap now formed by the crossing of the threads should begin to become apparent. To finish the diamond wrap, start a wrap over the base of the rod (about an inch from the foregrip) which is identical to an underwrap or a guide wrap. This base wrap is needed to anchor all of the threads spiraled up and down the blank for the diamond wrap. Once the wrap is secured by a dozen or so.

Wrap:

Rod Building

Three

Mikoleski



Examples of three different styles of diamond wraps formed by alternating the thickness of the bands and their color.

turns, trim all the excess from the ends of the threads used to form the diamond wrap. Be careful not to cut the base wrap or slit the foregrip. As in finishing any other kind of wrap, wrap over a loop of thread or light monofilament and finish the wrap tight up against the front of the foregrip. Check our now finished diamond wrap for any loose or misplaced threads and push them together with a thin, dull implement. The plastic cap on a Bic pen is a great inexpensive tool for this.

Now is the time to epoxy your tiptop in place. When the epoxy has dried, trim with thread if desired. Since all our threadwork is complete, it is now time to coat all the threads with color preserver. As we mentioned earlier, it's standard operating procedure for us to color preserve all our rods whether wrapped with NCP thread or not. It gives our work an added luster as well as for our own peace of mind. The only color preserver we ever use is made by Flex Coat because it is water based, easy to clean up and it doesn't have that lacquer odor that most other color preservers suffer from. Plan on giving your rods at least 3 coats of color preserver, waiting for the previous coat to dry before adding another. Brush on the color preserver with a small artist's paint brush. We usually dilute the color preserver with water which thins it out and makes it easier to apply. We also feel we get better saturation of all the thread that way.

There is only one way to achieve a smooth professional finish on your rods. That is to invest in a rod drying motor. They're really not that expensive, yet they're well worth the cost. Once again we're going to recommend Flex Coat Clear Epoxy Finish for your rod because this finish won't turn yellow with age, it is durable and flexible enough to provide a top quality finish and is easily cleaned up with acetone.

Wrap some masking tape around the rod at the end of each guide and at the beginning of the diamond wrap. This cuts a clean edge around the guides and the diamond wrap with the clear finishing epoxy. Next, mount the rod in the drying motor. Mix equal quantities of the finishing epoxy as directed. Usually about 2½ cc of hardener mixed with an equal amount of resin should be plenty to coat a rod about 6½ feet long. Gently, but thoroughly mix the two parts of the finishing epoxy in a small paper or plastic cup. Try to keep the air bubbles to a minimum. Too many bubbles will ruin your finish. When the epoxy is mixed, brush a thin coat on all of the guide wraps, tiptop trim and diamond wrap. You should have between 20 to 30 minutes of working time before the epoxy takes on the consistency of maple syrup. When brushing on the finishing coat it would be much better to err on the thin side because you can always go over the rod with another light coat of epoxy at a later date if you have to. Work as quickly as you can, but if your epoxy starts to get too thick or you run out, stop here and finish up another time. Plug your drying motor in, let the rod rotate for 10 or 15 minutes before you remove the masking tape from the rod. This should give you a nice, clean edge on all your wraps. We usually put the epoxy on at night and let the rod rotate in a dust free room all night long. If you notice any air bubbles forming while the epoxy is drying, prick them with the point of a pin and they should fill in before the epoxy dries. If after your rod is dry you find some spots you missed, or areas that are uneven, re-mask with tape and apply another thin coat of epoxy after the first coat has dried thoroughly.

After the final coat of epoxy is dry, epoxy the butt cap in place (if you haven't done so already) and sit back and admire what I'm sure will be the first of many of your own custom rods.

On the chance that you've had some difficulty locating any of the components you'll need for this rod, I've listed some mail order houses that should stock everything you need. I hope you've enjoyed building your own rod. The real test will come this spring when you'll finally have a chance to fish with your very own custom rod!

Dale Clemens, Custom Tackle, Route 2, Box 860, Wescosville, PA 18106.

Tackle Crafters, 14303 Robcaste Road, Phoenix, MD 21131.

Midland Tackle Company, 66 Route 17, Sloatsburg, NY 10974-2399.

Grand Bassing

Bassing America

Anglers waiting in line to have their fish weighed, place their bags in a water filled trough, ensuring them of live fish at the scales and bonus points.

Bassing America held their Grand National Championship Tournament October 8 through 10, 1987 at Catskill, New York. This quaint village of Catskill, is located on the fabled Hudson River, well known for its freshwater bass fishing for both large and smallmouth species.

Entrants of this contest had three days to search and learn this large expanse of water from October 5th through 7th. A total of 150 anglers were invited to fish this tournament, by qualifying from regional tournaments held throughout the United States and by point standings.

Of the 65 tournaments held by Bassing America Clubs, most are designed for the weekend angler and were one day events close to home. Three organizations make up Bassing America Corporation: Military Bass, Bass Clubs of America and the Grand National Tournament Circuit Clubs.

Military Bass Club, as its name implies, is made up of men and women who are actively in service, retired or have ever been in any branch of the U.S. Military Service.

These branches fielded qualifying teams and were sponsored by the following companies: Army, by Humminbird; Navy, by Lowrance; Air Force, by Zebco/Quantum and the Marine Corps, by DuPont Stren. All military teams are personnel from the same branch of service as their team, i.e., Army, all sections of the Army; Navy, all branches of Naval personnel, etc.

Of the 150 qualifying anglers invited to participate, 128 anglers registered and fished this contest. From the Northeast region, N.Y. had 18; N.J. with 9; CT 4 and PA having 3. All contests are partner drawn events, and the Championship was also held this way. Names are drawn and matched up for anglers to fish with each other.

Broken down into three groups, they are color coded red, white and blues, called flights. Each is assigned to leave at a specific time to fish and return at a designated time. All will rotate, thereby giving everyone a fair chance by starting early and late.

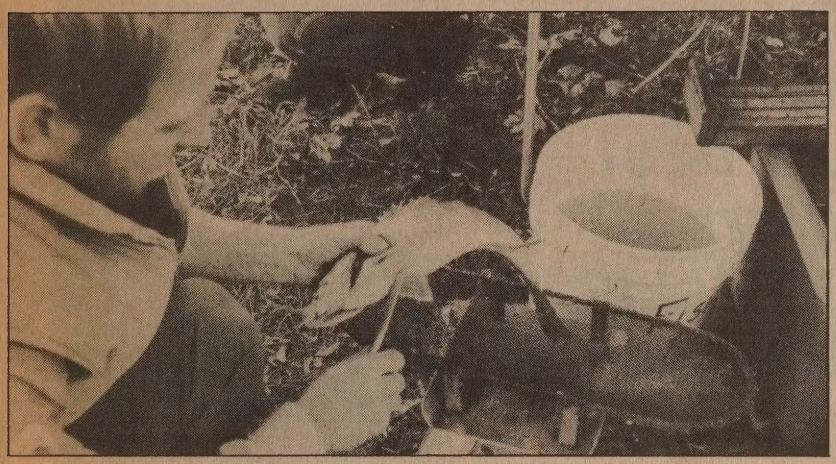
The Sunday before the contest, a freak early season storm dumped 6 to 16 inches of snow in the Catskill area. This caused water temperatures to drop dramatically and turned the fish off during practice days. All snow was gone in two days, but the runoff and effect of this shock of frigid water, played havoc on locating fish

Clear, sunny skies helped fishing get back on track by the tournament start. As they say, Mother Nature can be unpredictable. Weather forecasts were predicting rain and a cold front to come through this area during the contest. The rain held off and in its

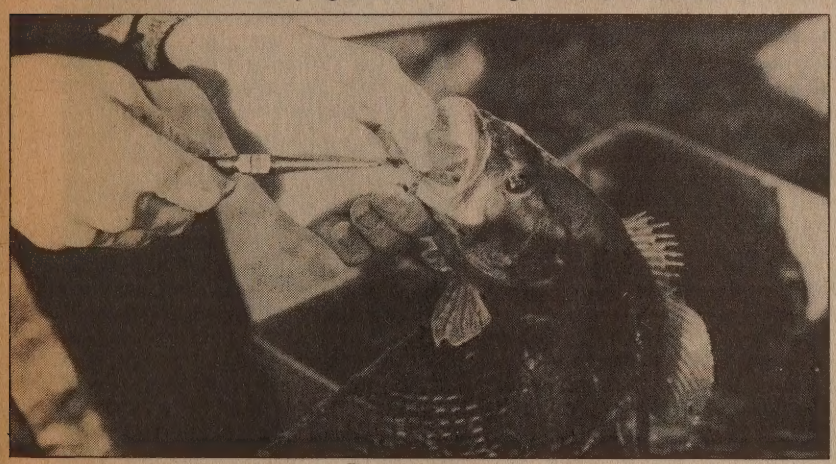
National Championship

By Jim Campbell

Hudson New York



New York State Fishery Biologist Doug Carlson cutting a pelvic fin, also called ventral fin, identifying it as a fish caught in this tournament.



Biologist placing a steel tag in a smallmouth's jaw so they will have a better idea of life span and distance they travel.

place came fog and strong winds.

On Wednesday evening a kick-off banquet was held at the Irish House in Leeds, New York. A short meeting was held covering the rules and regulations of the contest before dinner. After dinner contestants names were called, each received a Grand National Contest hat, met their partners and moved off to make their arrangements as to where and when they would meet the next morning.

The Irish House was the only hall available in this area that could handle the nearly 250 contestants, family, officials, sponsors and press people who were there. It was also going to host the wedding reception for one of the entrants, Shorty Vaow, Candor, New York and Kim Meyers on Saturday after the contest. They met on the Bassing America Tournament circuit.

All boats had to leave and return from a dock located in back of Mike's Restaurant, Main Street on Catskill Creek in the center of town. They were checked out for a kill switch tied to the operator's vest, empty fish holding tanks and starting time.

A kill switch is a device that all fishermen running a boat must have, attached to a worn flotation safety device, in case of falling or being thrown overboard, automatically kills the engine. This switch is connected to a vest via a lanyard and will operate if pulled out, killing the engine, hence the name.

It is a safety rule and strictly enforced by all fishing tournament officials. With today's large and extremely powerful engines pushing these fishing boats, it is a sane and sensible rule.

Thursday morning, at kick off time for the tournament, fog so thick it could literally be cut with a knife, held all boats inside on Catskill Creek. At one point when it lifted slightly after 7AM, an official boat moved out to the marker buoy, a scant 200 yards away from the Hudson River to check conditions there. The fog settled back in and it took almost 15 minutes for them to find their way back.

At 0805 the first boats were able to leave and by 0827, all boats were away and running. Shortly thereafter, around 0930, it cleared off completely and was a cool, sunny fall day.

By 1530 boats started to arrive back at dockside to weigh in their fish and be checked in. Anglers departed from their boats carrying their catches in water filled plastic bags to keep them alive. There was a 2 ounce bonus for each live fish and a penalty of 2 ounces for each dead fish brought in to be weighed. This could make a difference in anglers total weight and all fishermen took great care in bringing their fish in alive. These bags had small holes to let water in and out.

A well marked and defined path led to the check-in table and then to the scales, located in a portable open sided van, so spectators could view the scales and weigh in taking place. An official announced the angler's name, where from, how many fish he had and the total weight to keep onlookers informed.

At times he would inquire of the contestant how he found fishing conditions, what lure worked best, depth fish were found and general information for the audience, and made the participant a part of the ceremonies too. Nice fish and new leaders were cheered by friends and viewers alike.

If there was a waiting line for anglers approaching the scale, several long, water filled troughs were lined up where they could place their bags of fish to keep them alive. As they moved to the scales, all water was poured out and the bag of fish was placed on the scale.

Immediately after being weighed, they were placed in a tank of water at the Dept. of Environmental and Conservation (DEC) check site. Thursday, three fishery biologists from Stamford, New York, measured, weighed and examined each fish caught. They recorded this information and marked and tagged all smallmouths brought in and released all of these fish when done. From Friday on, they increased their team to five to move the process of weighing and measuring faster.

Using a method to mark these fish differently, so as to be recognized from other contestants' markings, they cut off a pelvic fin, also known as ventral fin. It would not grow back and be easily noticed when caught again. There had been three other sites where fish were marked and all were different.

One marking had been to cut a piece off a fin and all fish were checked to see if they had been marked before. A single fish on the first day was recovered at an estimated 9 miles from where it was first taken.

Biologists found that on this river fish moved greater distances than anticipated and they had no firm reason for this. It was possible this large body of water, current and tidal flow may have helped to move fish more than normal. A total of 7 tagged fish were caught in this contest; one was tagged in 1983. The longest distance they had record of was one fish that moved 75 miles from where tagged.

On the first day, red flight had 48 fish which were evenly mixed as to species. For the day, it was 105 largemouth and 87 smallmouth for a total of 192 fish weighing 427 lbs. 3 oz. Largest single fish was a 5 lb. 3 oz. largemouth, taken by Roger Jones, VA and there was a 5 lb. 1 oz. smallmouth also; both nice fish.

One hundred fifty of the country's best bass anglers gathered at Catskill, N.Y. to settle the Grand National Tournament.

Thursday broke clear and pleasant and all boats were off on time. At 1PM it was a pretty fall day, bright sunshine and cool. By 2PM winds were at 20 MPH, at 3PM, winds had freshened to 25 and by 4PM were over 30 MPH, creating a chop on the river and creek. As anglers pulled up to the floating dock, all had heavy clothing on and were red-faced from the chilling wind. Spectators were huddled together trying to keep warm also.

Big fish for day two was also a 5 lb. 3 oz. largemouth caught by Jeff Queen, S.C.; there were 118 large and 90 smallmouth bass for that day, totalling 491 lbs. 14 oz.

Saturday found the first 10 anglers within 8 pounds of the lead. On the first day, 6 anglers had their limit of 5 fish, with 5 placing 1st to 15th and the 6th limit coming in at 21st spot. Second day, 14 limit catches covered a span of 2nd to 8th spot.

It was anybody's tournament going into the final day from a large group of anglers. With a few nice fish an angler could move up to front runner and top prize.

For the final day the top 25 anglers would all fish from Ranger boats powered by Yamaha PRO V 150s and equipped with Lowrance, X4 LCG recorders and Motor Guide electric trolling motors, to start them out evenly.

Weather for the final day was clear, crisp and held great expectations for many of the contestants, as a "Go For It" day. In addition to $7,000 first place money, there was a completely equipped Ranger boat powered with a Yamaha 150 PRO V 150, Lowrance recorder and an electric trolling motor with a trailer, total value $18,000, that went to the winner also.

Second place was $2,500; 3rd $1,700; 4th $1,600, and each place to 10th was scaled down $100 with 10 and 11 both getting $1,000 each. For 12th to 15th, each was worth $692 and from 16th to 128th each received $50. All monies taken in for registration are paid back in this association to participants.

Saturday's big fish was 6 lbs. 13 oz. and a beauty, caught by Jerry Kell, Fla. There were 94 largemouth and 98 smallmouth taken for a total of 192 fish weighing 402 lbs. 11 oz. The tournament total was 1,321 lbs. 12 oz. and all fish were brought in alive and released alive.

David Hill, VA, was the final winner moving from 7th place on Friday to first on Saturday, with 13 lbs. 3 oz. for a total of 31 lbs. 2 oz. Dave DeRemer, Watertown, NY, led from the first day, but failed to catch his limit or any big fish on the last 2 days, fell to 5th.

DeRemer was fishing his first year on the pro bass tournament circuit and had 3 wins and a 7th as his poorest showing to date. He is an insurance agent and had done so well in regional contests he was talked into trying the tournament trail. He used jig and pig for most of his fishing.

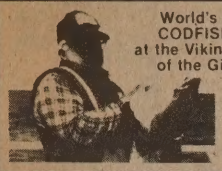
Second was James Parker, NC; 3rd, Mark Brett, CT; 4th, Jeff Queen, VA; 5th, Dave DeRemer, NY; 6th, Shorty Vaow, NY. Between first and tenth places there was less than 10 pounds difference in total weight. Shorty Vaow was a favorite son by many as they thought it would be nice if he won it for his bride. He was 2nd on day 1, but only had 5 fish total for the last 2 days that were less than his first day's total weight. He fished small areas using crank baits, lead jigs and Gitiz rubber body lures.

All anglers had several rods rigged with a variety of lures and most tried a wide range of lures. It seemed that there was no real pattern on catching fish. Many figured luck played a big part in catching fish in this tournament. Several anglers had fish take their lures right at boat side as they stopped cranking and looked to cast again.

Whatever happened, most will be back on the trail again in the new year, looking to win the big one and be a new Champion.

An interesting note is the biologists said the tagging of these smallmouth bass didn't hurt them, but did hinder their growth. They would live a long time and not put on as much weight as a non-tagged fish would over the same period. With this tag in their jaw it may have hampered their feeding. It was a trade-off to find out more about these game fish, such as how long they did live and their movement patterns under different conditions.

MONTAUK POINT



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East End REPORT

with Mrs. Lorry Mangan

Fishing reports were hard to find this past weekend, since the severe winds and accompanying cold of the weekend kept almost everyone home. Some anglers who were able to get in a few hours of fishing during the week reported bass, blackfish and a smattering of flounder. An impressive catch of very large codfish was made on last week's **Viking** Georges Banks trips, despite sea conditions.

MONTAUK

Bad winds and horrendous sea conditions forced the cancellation of both blackfish trips, which were scheduled on the **Viking Starship** on the weekend. Call for reservations on trips scheduled for Nov. 27th, Dec. 2nd, 5th and 6th.

John Girolamo stopped by to show us a 47 lb. cod, one of two over 40 lbs. that he caught on last week's **Viking** cod trip to Georges Banks. Although very rough seas were encountered, many large fish were caught, mostly on bait, by the 20 anglers who made the trip. Girolamo stated that the pool was won by Anthony Fernandez of Manville, NY with a 60 lb. cod, while Brad Bergen of Manorville took second with a 57 lb. cow. Others catching large cod included John Anthony with a 51 lber.; Lou "Hooks" Pow brought four over 40 lbs. back to West Islip; Jim Szekely of Throgs Neck, Bronx also caught four over 40 lbs. James Miles managed two over 45 lbs. in his catch. Pat "The Hat" Cecere, the Mad Man in a Heavy Metal band, weighed his large cod at 45 and 51 lbs. Joe McCafferty caught two over 40 lbs. Linda Rezac caught fish of 40, 45 and 57 lbs. between cooking duties. Montauk resident Roger Evans jigged a 35 lb. pollock. This time fish were caught in water 140 feet deep, with bait favored over jigs by the cod. In fact, t hose anglers trying to jig cod, caught loads of tinker mackerel. Over a dozen cod over 45 lbs. were caught on bait after dark, according to Girolamo.

Georges Banks cod trips are scheduled to sail Friday, November 27th and December 12th, with a Christmas trip December 26th. Re-

BAIT & TACKLE

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FISHING

This sleek looking 310 lb. mako was caught aboard the Montauk charter boat, "Mistress Too" on September 29, 1987. Making up the crew were Fran and Bill Laurie and Duff, all from Floral Park.

servations and deposit are a necessity. Call the **Viking** office between 9 and 4 on weekdays.

A spokesman for the **Montauk Marine Basin** spoke of a pretty slow week in general; however, he did see a good catch of blackfish and some cod on the charter boat **Vivienne**, by Captain John DeMaio, earlier in the week. Largest blackfish in the catch weighed 13½ lbs. The **Marine Basin** is open all winter from 8AM to 5PM and is good source for Christmas gifts for those anglers who have everything.

Bob at **Star Island Yacht Club** remarked that while most boats have been hauled and put into winter storage, Captain Jay Rigano had a good catch of cod and blackfish on November 14th on the charter boat **Lori Jay**. Plans are now being formulated for three major tournaments to be held in 1988 for shark, billfish and tuna. As more detailed information becomes available, we will pass it along.

BAIT & TACKLE

Danny Pacella and Al Rossi with four yellowfin tuna from 60 to 145 lbs. caught back in August at Montauk aboard the West Lake Marina based, "East Wind II."

The party boat **Lazybones** ended her season on November 14th with a big catch of 20 lb. bluefish. Captain Mike and Kathy Vegessi wish all their friends and customers a healthy and happy Holiday Season, and look forward to a fine 1988 fishing season starting May 1st.

Captain Rob Aaronson fished aboard the **Orion** for a couple of hours of flood tide last Wednesday with his wife, Gayle and her sister Maureen. Thirty striped bass jumped on umbrella rigs trolled at the Elbow and Great Eastern, during this short fishing trip, with keepers of 20 and 22 lbs. caught by the ladies!

Over at **Gone Fishing Marina**, TJ heard of blackfish at Ceberus Shoals and some flounder in Lake Montauk. Plenty of bass were found at the Point before the weekend's storm, with a nice catch reported on Friday, when a customer jigged 30 bass and a bluefish in the rips at the point, returning with one bass.

Things were pretty quiet at **Captains Cove Marina**, with the last reported trip taking place last Monday when Capt. Barry and Jim Humpreys took a short trip to the Point to take stock of the bass situation. Twenty stripers were trolled on the "Venture," more than half of them keeper size. All were released.

Captain Michael Potts reported continued good bass fishing last week on **Bluefin IV**, with his last trip before the windstorm on Thursday with friends and family of Jim Mattutak of Bethpage. The group caught countless numbers of bass on bucktails. Unfortunately, all but two of the fish just missed being keepers. In addition to two bass of 20 and 25 lbs., the charter group landed 18 very large bluefish. Captain Potts has available dates for Thanksgiving weekend; call for information and rates.

The charter boat **Reel Magic** ended her season last week with a good

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EDELMAN'S FIELD TESTED

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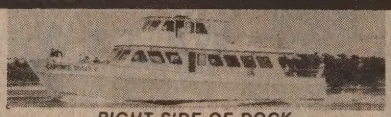

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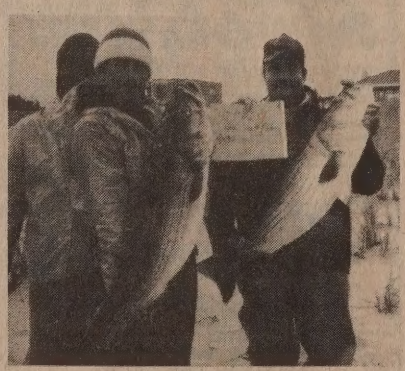
catch of blackfish and plenty of striped bass. Captain Howard will be starting next year in early spring to take advantage of an expected good spring cod run. Meantime, Capt. Howard extends Happy Holiday wishes to all his friends and customers.

SOUTH FORK

Because of bad weather all week and horrendous weather on the weekend, there seemed to be very few attempts at fishing, except for some hardy souls at the Shinnecock Canal in midweek. Remindful of last Sunday's outstanding catch of blackfish at Mad Dog Reef, Capt. Artie Lach has scheduled blackfishing trips for the day after Thankgsiving, as well as on the weekend on **Wilhelric II**. While Sunday, November 29th is the last scheduled trip of the year, it should also be remembered as Capt. Artie's birthday. We wish Capt. Mad Dog Artie a very happy 39th birthday!

While the fishing scene remained very quiet the past week, the opening day of duck season did bring customers into **Speck's Bait and Tackle** for waders, decoys, shells and other hunting gear. While checking lock closings for the weekend, Thom



East End Surf Club members Steve Kellner and Glenn Just with stripers of 39 and 31½ lbs. taken at Shinnecock East on 11-10-87. Steve's cow fell for a yellow Super Strike Needlefish while Glenn's picked up a jig and green tube combo. Subscriber photo.

remarked that since Canal gates are scheduled to close at 9AM Friday and approximately an hour later each successive day, it will be a good time to try for flounder.

Both Michael and Richie, at **Altenkirch and Sons** spoke of slow fishing during the week, with a few reports concerning small flounder in the Canal. However, one customer did load up with blackfish to 8 lbs., fishing a wreck off Guerney's Resort off the Town of Montauk last Monday.

Catches of some flounder in the Shinnecock Canal were reported both by lure maker Al Flexer and Tommy Ellis of **Blue Water Tackle**. Last Tuesday, Bob Hollinder counted 14 flounder from 10 inches to 1½ lbs. in his bucket. Same day, Dee Standel caught a half dozen, Al Siegel bagged 9. On Friday, Al Siegel returned to the canal, catching 6 more. Apparently **Al Feathers** Glo flounder rigs did the trick for these anglers. Tommy Ellis heard of small bass in the Peonic Bay, near Lobster Inn. Al Flexer managed a few white perch in Bullhead Bay. Al feels that the new moon, combined with erratic air temperatures has caused perch to go off their feed.

South Shore REPORT

with Fred Golofaro

Fishing reports took on a humorous slant this week as most of the tackle shops querried laughed at our request for recent catches. The brutal cold front that raked our area over the weekend effectively shut down the fishing for most sane people. The combination of deer and duck seasons opening during the week also combined to make for a real quiet week on the fishing front. Here's how things shaped up from the little info we were able to gather.

MORICHES BAY & INLET

Gary Grunseich at **Silly Lily Fishing Station** in **East Moriches** had to reach back to last Monday for any kind of report. John Amoro was the only angler to sail from the station this week and he was well rewarded for his efforts. Fishing near Buoy 36 and south of Buoy 31A, he managed a total of 35 flatties. Most of the fish fell between 1 and 2 pounds. Gary was optimistic for the upcoming weekend since tides will be good and the weather forecast is calling for mild temperatures through much of the week. He will be closed on Thanksgiving but will remain open Friday, Saturday and Sunday before calling it a season. He does have bait and chum in stock.

Nine-year-old Joey Giardino shows off a nice 8 lb. blue that he decked aboard the family boat, "Quo Vadis," in Shinnecock Bay. Subscriber photo.

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NEW FIBERGLASS GAS & DIESEL TANKS
It's Flounder Time
★ MARINE DIESEL & REGULAR GAS

GREAT SOUTH BAY/ FIRE ISLAND INLET

The good news at **J & J Tackle** in **Patchogue** concerned the first noteworthy catch of white perch. According to Dennis Scognamillo, Art Krisnak and Neil Sluiter worked one of the Sayville tidal creeks on Saturday and totaled 50 white perch up to a hefty 2 pounds. The pair used nightcrawlers. The only flounder news concerned a catch of 8 flatties up to 1½ pounds made at Buoy 27 in Moriches Bay by Vinnie Remini and Ken Yerves on Thursday. The weekend was a total loss as a result of the bitter cold and gale force winds.

Dave Canale at **J & R Sports Center** in **Oakdale**, also relayed word of some good white perch action. On Saturday, Rick Kennehan braved the biting cold wind to take 18 nice perch to 1½ pounds from the Connetquot River. He used bloodworms. Dave said that Bubbles Falls and Rattlesnake Creek continue to produce plenty of small trout with an occasional fish of 15 to 18 inches reported. No flounder reports at all this week from the local bay but one customer did speak of taking a few flatties from Moriches Bay during the week.

Capt. Speedy Hubert of the **Captree** open boat **Speedy VIII** proved that there were still plenty of bluefish available outside the inlets as recently as Friday. Speedy reported very good action with both bass and blues fishing between Point 'O Woods and Ocean Beach on Tuesday. Friday saw excellent action with big blues opposite Smith Point. Fares counted from 15 to 40 big choppers per man but only 1 bass was accounted for on

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EDELMAN'S FIELD TESTED

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Friday's trip. Action was about ¾-1 mile off the beach on diamond jigs. Saturday and Sunday was spent in the barn as a result of the gale winds and icy cold temperatures. Both boats now made the switch to cod and will be sailing 6AM daily.

Bobby Sprenger at **Captree Bait and Tackle** said that the weekend's wintery weather made for a quiet time on the docks. He did however weigh an impressive flounder on Friday. Francis Freeman connected with a 2.14 pound flattie aboard the **Capt. Rod**. Bobby knew that there was still some good blackfishing available on the Ocean Reef when the weather conditions allow. Flounder fishing is still no more than a pick with the best of it taking place in the bay east of Heckscher Park. Anyone planning on doing any cod fishing can put in their order for fresh skimmers. Give Bobby a call at 516-422-1177.

John Gattuso of **Augie's Bait and Tackle** was just back to work after a week's vacation. Judging by the info left him, he figured it had been a real quiet week.

Tom Healy from **Lindenhurst Bait and Tackle** spoke of a pick of flounder in the State Channel near Gilgo prior to the weekend's plummeting temperatures and gale winds. A couple of boatmen reported a nice mix of blacks, sea bass and blues on the ocean wrecks during the week and Tom expected the blackfishing to continue as long as there are fishable

High Tide Tables

How to use tide tables: To compute the high tide for the area you wish to fish, simply find the closest area on the conversion table. Add or subtract the hours and minutes as indicated from that area station above. Example: Shinnecock Inlet . . . —0 50 is listed under "On SANDY HOOK." —0 50 means you subtract 50 minutes from the times given for the SANDY HOOK STATION for the day you are going fishing. This is the approximate time for the high tide in the area. For low tide, add 6½ hours to this figure.

DAY	SANDY HOOK AM	SANDY HOOK PM	BREAKWATER HARBOR AM	BREAKWATER HARBOR PM	NEW YORK AM	NEW YORK PM	NEW LONDON AM	NEW LONDON PM	WILLETS POINT AM	WILLETS POINT PM	BRIDGEPORT AM	BRIDGEPORT PM	NEWPORT AM	NEWPORT PM	DATE
THURS.	11:40	—	—	12:20	12:05	12:20	12:50	1:00	2:35	2:45	2:40	3:00	11:35	—	11/26
FRI.	12:20	12:40	1:00	1:25	1:05	1:20	1:50	2:15	3:50	4:05	3:40	4:05	12:10	12:40	11/27
SAT.	1:25	1:45	2:10	2:30	2:05	2:20	3:05	3:25	5:15	5:45	4:45	5:15	1:15	1:40	11/28
SUN.	2:25	2:50	3:20	3:35	3:05	3:20	4:10	4:30	6:30	7:00	5:50	6:20	2:15	2:45	11/29
MON.	3:25	3:50	4:20	4:35	4:00	4:25	5:05	5:35	7:30	8:05	6:50	7:20	3:15	3:40	11/30
TUES.	4:25	4:45	5:15	5:35	5:00	5:20	6:00	6:30	8:25	8:55	7:45	8:20	4:10	4:30	12/ 1
WED.	5:15	5:35	6:05	6:25	5:50	6:10	6:45	7:20	9:15	9:45	8:35	9:10	5:00	5:20	12/ 2
THURS.	6:00	6:25	6:50	7:15	6:40	7:00	7:30	8:05	10:00	10:35	9:25	10:00	5:45	6:10	12/ 3

On Sandy Hook

STATEN ISLAND	+0 27
ATLANTIC HIGHLANDS	—0 01
Red Bank, Navesink River	+1 48
Long Branch	—0 34
SHARK RIVER INLET	—0 18
Shark River Basin	+0 27
MANASQUAN INLET	—0 12
Seaside Park	—0 33
Mantoloking bridge	+5 34
TOMS RIVER	+4 37
Waretown	+2 33
BARNEGAT LIGHT	—0 20
Manahawkin Bridge	+2 33
Beach Haven	+1 47
LITTLE EGG INLET	—0 01
Seven Islands	+0 12
Graveling Point	+1 05
Mullica River	+1 55
Grassy Bay	+1 08
ABSECON INLET	+0 14
Atlantic City Pier	—0 26
Great Egg Harbor Inlet	+0 12
GREAT EGG HARBOR	+0 44
CORSON INLET	+0 09
TOWNSENDS INLET	+0 06
HEREFORD INLET	+0 02
Grassy Sound Bridge	+0 45
Cape May Harbor	—0 02
Rehobeth Beach	—0 07
INDIAN RIVER INLET	+0 41
SHINNECOCK INLET	—0 50
Shinnecock Bay	+1 25
East Quogue	+2 45
Shinnecock Canal	+1 18
Indian Reservation	+3 05
MORICHES INLET	—0 56
Smith's Point	+3 28
Hart's Cove	+1 30
Pontunk Point	+3 35
Mastic Beach	+3 28
FIRE ISLAND INLET	—0 38
Democrat Point	—0 38
Coast Guard Station	—0 19
Fire Island Light	+0 47
GREAT SOUTH BAY	
Sayville (Brown Creek)	+3 39
Heckscher State Park	+3 20
Bay Shore	+2 23
Babylon	+2 12
Amityville	+2 21
JONES INLET	—0 19
Zachs Bay	+1 25
Seaford Harbor	+2 05
Freeport Creek	+0 34
E. ROCKAWAY INLET	—0 06
Long Beach Bridge	+0 19
ROCKAWAY INLET	0 00
Beach Channel Bridge	+0 38
J.F.K. Airport	+0 26

On Bridgeport

Lloyd Point	+0 08
Cold Spring Harbor	+0 08
Bayville Bridge	+0 13
Eatons Neck Point	+0 03
Northport Bay	+0 03
Norwalk Islands	+0 10
Smithtown Bay	+0 08
Cranes Neck Point	+0 05
Port Jefferson Hbr. entrance	+0 03
New Haven Harbor	+0 08
Mount Sinai Harbor	+0 05
Herod Point	—0 07
Mattituck Inlet	+0 05
Horton Point	—0 20
Truman Beach	—0 42
Falkner Island	—0 13
Sachem Head	—0 10
Branford Harbor	—0 07
New Haven Harbor entrance	—0 08
Milford Harbor	—0 07
Stratford, Housatonic River	+0 27
Shelton, Housatonic River	+1 36
Black Rock Harbor entrance	—0 03
Saugatuck River entrance	—0 01
South Norwalk	+0 10
Greens Ledge	—0 01
Stamford	+0 04
Cos Cob Harbor	+0 06
Greenwich	+0 02

On New London

Orient	+0 36
Little Gull Is. (Race)	+0 12
Greenport	+1 04
Southold	+1 43
New Suffolk	+2 26
South Jamesport	+2 32
Shinnecock Canal	+2 33
Noyack Bay	+2 05
Sag Harbor	+0 59
Three Mi. Hbr., Gardiners Bay	+0 21
Promised Land, Napeague Bay	—0 14
Montauk Inlet	—0 25
Montauk Point, north side	—1 13
Niantic	+1 20
Stonington, Fishers Is. Sound	—0 33
Noank, Mystic River ent.	—0 23
THAMES RIVER	
Smith Cove entrance	—0 01
Norwich	+0 12
CONNECTICUT RIVER	
Saybrook Jetty	+1 10
Lyme, highway bridge	+1 24
Essex	+1 38
East Haddam	+2 41
Higganum Creek	+2 54

On Willets Point

Little Neck Bay	—0 10
Execution Light	-0 06
Manhasset Bay	—0 01
Hempstead Harbor	—0 11
City Island	—0 03
Rye Beach	—0 28
Port Chester	—0 09
Mamaroneck	—0 08
New Rochelle	—0 24
Davids Island	—0 02

On Breakwater Harbor

CAPE MAY POINT	—0 10
Miami Beach	+0 17
East Pt., Maurice River Cove	+0 53
Egg Island Point	+0 33
Cape Henlopen	—0 05
ROOSEVELT INLET	+0 09
Mispillion River entrance	+0 33

On New York

Jersey City	+0 07
George Washington Bridge	+0 46
Spuyten Duyvil, W/RR bridge	+0 58
Ossining	+1 53
Peekskill	+2 24
West Point	+3 16
Newburgh	+3 42

On Newport

Sakonnet	—1 10
Tiverton (between bridges)	+0 21
Beavertail Point	—0 02
Prudence Is., Sandy Point	+1 10
Bristol	+1 10
Warren	+0 21
Nayatt Point	+0 12
Pawtucket, Seekonk River	+0 21
East Greenwich	+0 16
Wickford	+0 12
Narragansett Pier	—0 08
Point Judith Hbr. of Refuge	—0 07
BLOCK ISLAND	
Great Salt Pond	+0 05
Block Island (Old Harbor)	—0 14
Watch Hill Point	+0 44

Sunrise/Sunset

DAY / DATE:	RISE:	SET:
THU. 11/26	7:03	4:32
FRI. 11/27	7:04	4:31
SAT. 11/28	7:05	4:31
SUN. 11/29	7:06	4:30
MON. 11/30	7:07	4:30
TUE. 12/ 1	7:08	4:29
WED. 12/ 2	7:09	4:29

Moonrise/Moonset

DAY / DATE:	RISE:	SET:
THU. 11/26	12:05PM	10:15PM
FRI. 11/27	12:35PM	11:30PM
SAT. 11/28	1:00PM	—
SUN. 11/29	1:20PM	12:40AM
MON. 11/30	1:45PM	1:50AM
TUE. 12/ 1	2:05PM	3:00AM
WED. 12/ 2	2:30PM	4:10AM

Moon Phases

NEW	1st Qtr.	FULL	Last Qtr.
12/20	11/28	12/5	12/13

The Original Knight SOLUNAR TABLES

The schedule of solunar periods below will help plan your day so that you will be fishing good areas during the time when the fish should be most active. The tables are not a guarantee you will catch fish, however.

The major periods begin at the time shown and last for 1½ to 2 hours thereafter, and are in the bold typeface. The minor periods are shorter in duration and the lighter typeface.

	AM		PM	
	Minor	Major	Minor	Major
Thurs.	9:35	**3:25**	10:05	**3:50**
Fri.	10:30	**4:20**	11:05	**4:50**
Sat.	11:30	**5:20**	11:55	**5:40**
Sun.	—	**6:00**	12:10	**6:25**
Mon.	12:40	**6:40**	12:50	**7:05**
Tues.	1:20	**7:20**	1:30	**7:45**
Wed.	2:00	**8:00**	2:10	**8:25**
Thurs.	2:40	**8:45**	2:55	**9:10**

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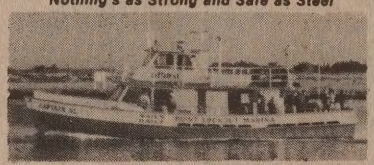

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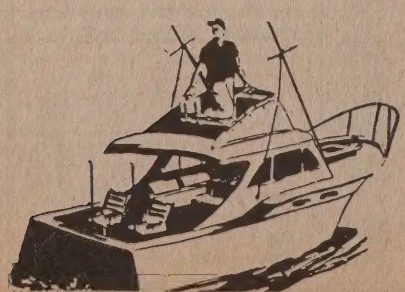
conditions. A reminder that the shop will keep nightcrawlers in stock throughout the winter.

Penny Schaefer over at **Charlie's Bait and Tackle** knew of some cod taken during the week but added that the weekend was a total loss due to the weather. Local docks have been surrendering a few flounder on worms. Penny asked that we wish all of their customers a very Happy Thanksgiving.

Bob Rose at **Bob's Bait and Tackle** in **Amity Harbor** heard talk of some cod during the week but the weekend was obviously lost to the weather. He did however team with Fred Walters on the 'Reel Affair' on a flounder quest Sunday. Aside from freezing to death, the pair did manage four flatties at Squaw Island.



West End REPORT
with Stu Miller

Bitter cold and blustery weather this past week kept a lot of fishermen off the water, even away from a lot of the open boat fishing. However, those who did put in the effort and reached for the insulated underwear had a good crack at some decent sized cod and some excellent blackfishing. There are still the remains of some sea bass and a lot of blues around as well.

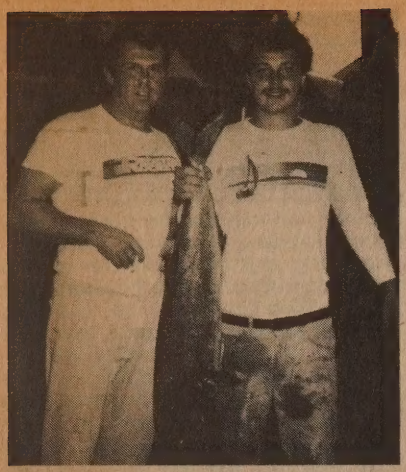
WEST END BAYS/ JONES INLET

From **Causeway Tackle in Wantagh**, comes word that the best news of the week that he has heard of has been lots of blackfish at the 17 Fathom bank to the west, fish taken mainly on green crab and of mixed sizes, approaching 7 pounds.

Sailing out of **Freeport**, Captain Richie Kessinger's **Starstream II** advised that the bad weather of the week consisting of howling winds and plummeting temperatures allowed him to get out only on last Monday. Catches of cod and sea bass were had with four cod running 25 to 28 lbs. each. Richie said the rest of the fish were in the 6 to 10 lb. category. Pool winner on the trip was regular Larry McCall, fish cutter supremo over at Captain Ben's Fish Dock.

A call from the **Captain Lou Fleet** advises that flounder fishing this past week gets classified as "good" and both boats will continue sailing both the full and half day schedules. On Wednesday's special trip good size blackfish were taken on nearby inshore wrecks, catches averaging 8 to 12 fish a man. Captain Mike wishes happy Thanksgiving to all.

In nearby **Point Lookout**, we learn from skipper Al Lindroth of the **Captain Al** that conditions kept him at the dock on the weekend but that during the week, while searching cow country he was able to assist fares to put some heavy baccala on the deck. Harry Barker of Valley Stream



Klaus Adam and Jon Daniel Adam with a 20 lb. blue, one of 15 the pair caught in Little Neck Bay back in September. Subscriber photo.

bagged a 38 pounder, while Art Gagat of Bayside was happy enough with his 30 and 15 lbers. Not to be left out, was Dave Brown of North Merrick with 28 and 27 lb. cod.

A call from Captain Dennis of the **Night Hawk** told of Thursday and Friday's excellent blackfishing at nearby inshore wrecks, catches averaging 15 to 25 a man, fish to 6 lbs. On Friday, Scotty Hogan had 21 blacks to 5 lbs., while Paul Quigley bagged up with 24 to 6 lbs. Please note that the boat will be sailing Thursday, Thanksgiving Day from 7 to 1PM, getting you back early enough for Thanksgiving dinner.

Captain Walt Specht of the **Miss Point Lookout** says that on Monday's special blackfishing trip, over 200 blacks were caught ranging to 5½ lbs., plus a by-catch of ling, sea bass and blues. Tuesday's PM flounder trip was about the best of the fall, said Walter, with one drop accounting for over 200 flatties. Art Baker of Jamaica had 20, Dan Kramer of Island Park 23, and Bill Sowatke, 21. On other trips during the week Ely Goldman of Flushing had 16, Bill Carbury Sr and Jr totaled 23 flounder, Mike Smith had 14. Walter asked us to tell you the boat will be sailing Thursday morning's trip from 7AM to 1PM to get you back for turkey time. Saturday will be the last half-day flounder trip for the season and Monday will be the last special blackfish trip of the season. Captains Walt and Ron wish you all happy holidays and a good winter.

NEW YORK BIGHT

Captain Butch on the **Zephyr** told of very good blackfishing and a fair number of sea bass also caught this past week. Blackfish average 3 to 4 lbs., with some larger. Butch says catches ran 20 to 30 fish a man, fishing local drops, Seabright and 17.

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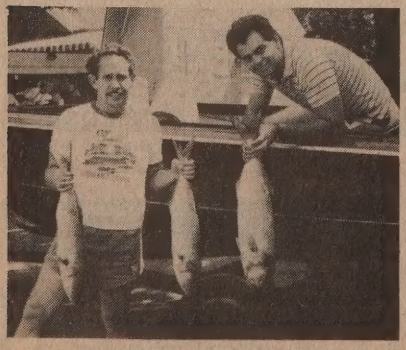
The Wee Willie report out of **Mike's Tackle** tells of continued good blackfishing over on the Jersey side. The bluefishing still remains strong, with the wee one having weighed in a 19 lb. 8 oz. alligator blue this week. There have also been some ling and sea bass taken. All action appears to be from 17 to Seabright.



Sergio and Manolo with a few of the 25 blues they caught in Hempstead Harbor back in October aboard the family boat, "Dulcinea." Subscriber photo.

North Shore REPORT
with Marty Carrell

The only reports available last week came from anglers who fished from beaches or private craft prior to the bitter weekend storm, or from the few western party craft that bucked the gale force winds and sub-freezing temperatures. Many of the stations we called greeted us with hysterical laughter when queried. Nevertheless, good weather before Thanksgiving may provide for a recovery of late season angling hopes, and most stations are still stocking enough worms and green crabs to see them through November 29th at the very least.

WESTERN SOUND

John Palmieri at **John's Gun** in New Rochelle saw a lot of does on an upstate trip and no fishermen at the shop. John Cacciola at the **Glen Cove Sport Shop** informed us that big political changes had occurred in the village and that the Fishermen's Defense Fund was waiting for the decision to come down from Mineola on beach access. The fact that all incumbents were defeated in November has been very heartening for the FDF.

Jack's Bait on City Island saw some flounder activity in local bays prior to Saturday; Jack Rumpf told us that next weekend should be the last for the shop. He's quite optimistic about another good week of tautog action on the party boats.

Carl Giangrande of the **Reliable** had a good day on the western Sound on Thursday. He was working local tautog in 60 feet of water. Giangrande may extend his season beyond the Thanksgiving weekend, depending on the fish and the weather. There were horror stories of the boats that fished over the weekend, but Pete Pearson of the **Klondike VIII** gets out when he's got customers, period. His last day will be November 29th. Betty Anderson said that the **North Star's** stern anglers had a fair pick of tautog even during the weekend gales. Dom Cerbone of the **Apache** told us that fishing on the 709 to 80 foot spots around Norwalk was excellent through Friday. Saturday's fishing was in the sheltered areas off Mamaroneck, but freezing conditions were tough. The **North Star** may go fishing on the December 5-6 weekend, but the **Apache** will be wrapping up the season on November 29th.

NORTH SHORE MID-ISLAND

George Valentine at **Four Winds** in Huntington Station said that Al Mott ran up a fine score on tautog at midweek off buoy 28C; Mott had over two dozen fish in sizes to 8 lbs. One report from the triangle on Friday pinpointed a huge school of small stripers up to 24 inches. George reiterates that he'll still keep thousands of worms until Christmas with crabs available at least through the coming weekend.

Tom Bowman from **Bowman's** in Northport figures that flounder fans should give the town docks, Centerport and Mill Dam a good shot this week. Bowman felt frustrated by the warm weather while deer hunting early last week and wished he had been fishing instead of standing in the woods.

One of the last reports of an alligator bluefish came from the **Greenlawn Sport Shop**. Mel Fleischmann weighed a 17¼ lber. for Kevin Richmeyer; the fish was taken near Lilco on a chunk bait. Bass fishermen were still taking a few fish off Callahan's on worms as well.

Ralph Davenport at **Ralph's** in Mount Sinai fished last Tuesday and Wednesday for tautog in 34 feet of water off the Middle Grounds. He and his friends took more than a dozen and a half blackfish home and released many rats. The keepers were all over 4 lbs.

Roy Cash of the **Port Jeff Ace** called to say that he'll be sailing through Monday, November 30th. He'll be dry docking in December because of Coast Guard regulations (no extension, unfortunately, this year). He's anticipating a good week after some fine fishing through last Friday. Fish were still in 55 to 60 feet of water with a lot of 1 to 2 lbers. in the catch. The lobster pots in 120 to 140 feet of water have pulled tens of thousands of pounds of tautog in the past couple of weeks, so there are still a lot of blackfish on the move.

John Alberda of **Sound Charters TJ** is finished for the season. He thanks all his customers and will be booking for the first April flounder trips this winter.

NORTH FORK

Bait should still be available through next weekend at both **Warren's Tackle Center** in Aquebogue and at **Pleasures of the Sea** in Southold. Green crabs are in good supply and worms should be coming in as well. Ace Cottral said that the **Nancy Ann** was still reporting good blackfishing and that John Thompson's **Fish Tales** had given up on bluefish in Plum Gut.

Ruth While will be shutting down the **A.P. White Bait Shop** in Greenport on Tuesday after making sure that bait is available for the party boats next weekend. White assured us that there was fine fishing for tautog through Friday and that the midweek days were unusually busy. The charter boats from Greenport are finished for the season.

John Rainis of the **Sea Star** from Stirling Harbor plans to sail through the coming weekend. He was planning to try some spots along the Orient side of the Sound during the early part of this week. Rainis sailed with Dave Brennan and a gang of about a dozen on the **Peconic Star II** on Friday and was impressed by some of the big tautog still on the peaks. One fish around 13 lbs. came from a deepwater drop on the New London side. The day started out sloppy, but turned out to be a smooth one, as so many days have been this month.

Larry Porter on the **Brand X** enjoyed pretty good fishing through Friday with deepwater wrecks in 80 to

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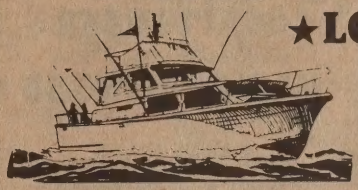

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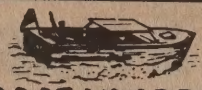
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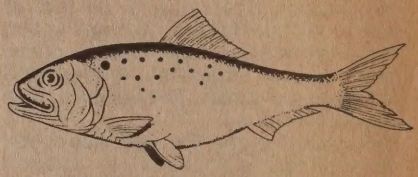
90 feet still producing very well. Porter figures that he'll play the fishing by ear after the Thanksgiving weekend. Good weather and continued good fishing will mean continued sailings. No icy spray over the railings, please! The **Prime Time III** from Orient will be making her last trip on Sunday as well, according to Larry Ciccotto.



Surf REPORT
with Fred Golofaro

If there was any question that the Veteran's Day snowstorm closed the door on the surf season, it was effectively erased after another fishless week for most surf rats. With very few exceptions, surf action came to a screeching halt with that storm and never regained momentum. Most anglers I've been in contact with have not even seen a fish over the course of the last two weeks.

Now for the exceptions. Montauk, as is the norm, produced several big late season stripers. This fishing is typical of late November, even after South Shore action has come to a halt. The other exception concerned the North Shore where good school bass fishing is also the norm through the end of November. The surprise here concerned several teen size fish, which are normally gone at this stage in the game.

Johnny Kronuch at **Johnny's Tackle Shop** in **Montauk** was boarding up the shop for the season when we spoke on Monday morning. He did have a few impressive stripers to report before calling it quits. Dennis O'Connell connected with a 36¼ pound striper on Tuesday night. Same night, Frank McCann nailed a 37¾ pound cow. On Thursday night, John Hachadorian drilled a 41¾ pound striper from the Montauk suds.

Jason Colby prowled the Montauk surf Tuesday night and used Needlefish plugs to take bass of 30 and 31 pounds. All of the above fish were beached at False Bar on outgoing water.

Thom Speckenbach at **Speck's Bait and Tackle** in **Southampton** had the only fish to report from the South Shore open beach. He checked an 18 pound striper taken on Wednesday in the East Hampton surf and saw a couple of blues taken by another caster from a Southamp-

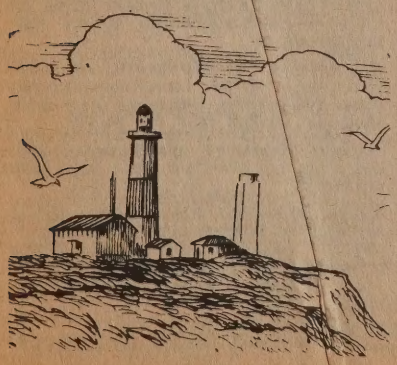
ton beach late in the week. Otherwise, he figured the surf action was over for the season.

Paul Graniello at **J & J Tackle** in **Patchogue** said that the local surf remained dead this week but he did have a couple of fine stripers to report taken at Montauk early in the week. Mark Malenozsky used a bottle plug to take a 30.6 pound cow on Sunday, November 15th. On the following night, Gary Hall culled a 42.8 pound cow from the surf at False Bar.

Tom Healy over at **Lindenhurst Bait and Tackle** said that while guys were still reporting plenty of bait, he has not heard of any fish taken locally this past week. A couple of the regulars are planning to head south to Hatteras before calling it a season. Tom wanted to thank his surf customers for their participation during the season and asked that we extend them all a Happy Thanksgiving.

The only enthusiastic report came from Stan Hentschel at **Rocky Point Fishing Stop**. Stan reported very good bass action along Sound beaches between Miller Place and Wading River from Monday through Thursday. The fish range from schoolies on up to a 25 pounder taken by Stan himself. Other nice fish taken during the week from the Wading River area including Chick Nichols 18 pounder, Tom Brady's 17½ pounder and a 14 pounder taken by Chuck Sloss. Jimmy Paulson surprised everyone by culling a 12 pound blue from among the bass. All of the action was on minnow-shaped swimmers in the 5-6 inch range including Rebels, Red Fins, Bombers and Hellcats fished in conjunction with a dropper. The weekend's gale winds and freezing cold temperatures made any attempts at getting back on the beach a joke.

This week's report will wrap it up for the season. I'd like to especially thank all of those who contributed information to this column over the course of the season. Without their help and the cooperation of those of you on the beach it would have been a tough grind putting this together every week. So, thanks again, and very Happy Thanksgiving and Holiday Season to the whole surf crowd.



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1983 MAKO 25 CC; Rainbow Runner II, 1984 Twin 150 hp Merc V6 O/Bs, 1983 Shoreline EZ Loader trailer, T-top, rocket launcher, gin pole, outriggers. Full electronics. Rigged to the hilt. The ultimate fishing machine. $29,500. Eves, Wknds: 516-277-4426.

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JORGENSON Skiff 27', Chrysler 225 hp FWC. Loran, outriggers, electronics. $5000. 516-581-4560.

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V-20 Wellcraft cuddy, V-6 Mariner 150 hp. CB, Si-Tex Recorder. Many extras. Immaculate. Eves: 516-432-1537.

25' 1985 STEIGER Chesapeake, 200 Mercury O/B, 115 gal. tank, VHF, depth sounder, chart recorder. Custom cabinets, rod holders, outriggers, downriggers. More! Like new. $20,000 or B/O. 516-324-9336/6739.

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WINNER 19', 115 Merc recently rebuilt. C/C. Sleeps 2. Head, VHF, Si-Tex recorder, flasher, new wiring/switches. 6 rod holders. CG Pkg. Extras. Clean. $31,000. 516-593-6937.

22' CRUISERS Barnegat, 350 OMC. Full canvas. Tandem trailer. Very clean. $10,500 or Best. 516-546-6253.

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25' MAKO 1980, 1987 New factory powerhead on 1983 Johnson 235. Loran, graph, digital depth, VHF, Sea Temp, pulpit, anchor winch. Leaning post, fight chair, outriggers. Full canvas, cushions. Much more. Beautiful cond. $17,500. 516-889-0952.

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22' SISU Bass Boat, 1982 115 hp Evinrude, 380 hrs. Bimini top, full side curtains, VHF, Aux. gas. $7500. Will Demo. Eves: 516-698-2326.

SEA OX 17' center console, '83 70 hp Johnson. Galv. trailer. Excl. cond. Must sell. $5500. 718-891-5282/353-6347.

60' CUSTOM BUILT Party Boat, 49 passengers, 100 miles. Can increase. 2 8V71s. Planking 1.5" Juniper. Excl. cond. Built 1978. New boat coming in June. Reduced for quick sale. $125,000. CAPT. JOHN, 15 First St., Waterford, Ct 06385; 203-443-7259. Make offer.

1987 BOSTON WHALER 20' Outrage, 200 hp Johnson VRO. VHF, LCD fish finder. All equip. Ready to go. $25,000. 516-668-2111. Ask for Charlie.

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17'-19' Center Console, engine & trailer also considered. 516-756-7069.

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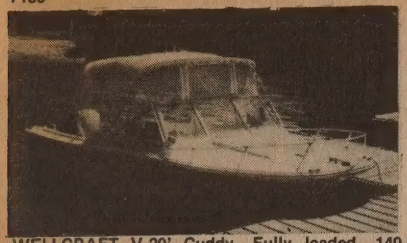

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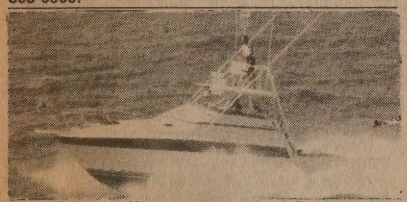
1983 31' JC Sportfisherman, flybridge, 3 station steering. Insulated fish hole, fight chair. Full electronics, V6 71 TI diesel. $83,000. Neg. 1-203-838-0503.



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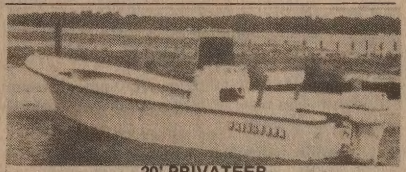

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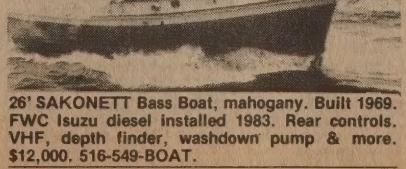
BOSTON WHALER 1981 17' w/1981 115 hp Merc. Both very clean. $6250. K&K, 516-431-1865.



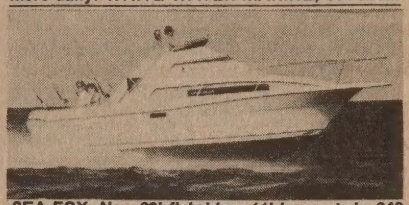
26' SAKONETT Bass Boat, mahogany. Built 1969. FWC Isuzu diesel installed 1983. Rear controls. VHF, depth finder, washdown pump & more. $12,000. 516-549-BOAT.

GRADY WHITE 25' 1985 Sailfish, twin 150 hp Johnsons, ext. warranty, VHF, depthfinder, custom canvas, plus much more. PORT OF EGYPT, Southold, 516-765-2445.

TOPAZ 29 1983 T/Volvo diesel. Hard-top, full electronics. Chair. Loaded. Many extras. Mint cond. Original owner. 516-681-2517.

PRO-LINE Cuddy Walkaround, 1987 Evinrude 175. Si-Tex Fish finder, VHF radio, dual batt. Immaculate. Eves: 718-848-2766.

MAKO 88 17' Special w/Evinrude power. $12,990 complete pkg. Mako 20', 150 hp-$12,990; 23' w/235 hp-$13,990. 25' Twin 150s-$19,950. Many more daily. WHITE WATER MARINE, 589-2502.



SEA FOX. New 29' flybridge, 11' beam, twin 240 I/Bs, Halon, hot water. Sleeps 5. Refrig. & more. List $69,000. Ready to go $44,900. AMITY HARBOR MARINE, Amityville, NY; 516-842-1280

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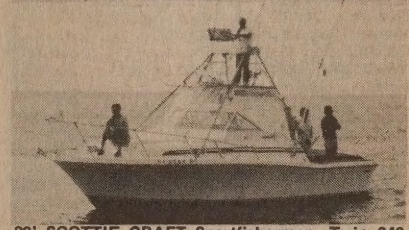

29' SCOTTIE CRAFT Sportfisherman. Twin 340 Chryslers FWC, 350 hrs. Trim tabs, auto pilot, Dytek digital tachs, engine alarms, Halon extinguishers, 200 gal. fuel + 60 gal. aux tank. Tuna tower w/controls, Loran w/remote, chart recorder, 2 sea temps—Dytek/Si-Tex, digital depth sounder, VHF & CB radios, gin pole, 30 gal. FW tank, SW washdown, 110-12 volt refrig., 3 batt. guard charger, new canvas, water separators, shore power, AM/FM radio, custom overhead rod racks, spreader lights, outriggers, fight chair, giant fish box, fume detector, 7-S.S. Pompanette rod holders, tackle locker w/lock. Imron paint. Ready to go fishing! $29,500. 201-265-9156/489-0732.

36' ALUMINUM Lobster-Gillnetter, double ender, hard chined, 10' beam, 1/4" high grade marine. Trailers easily. Hydraulic reel & hauler. Brand new Ford Lehman diesel 135 hp. Very versatile. Strong hull. Raised bow tunnel drive. $22,000. 516-668-2071.

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1979 Grady White Chesapeake 21' 2", 260 hp OMC I/O-$11,800

1974 Grady White Sportsman 19' 1", 1975 85 hp Johnson-$4750

1981 Grady White 204 Fisherman 20' 4" 82 140 hp. Loaded-$8900. Like new.

1978 Grady White 204C W/A cuddy, 83 150 hp. Loaded. Like new-$12,950.

PRIVATEERS

1984 Privateer 18' Closed Bow, 1984 Johnson 60 hp-$6950

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1979 Privateer Roamer 20' 2" center console w/new Johnson 120 hp-$8995

1983 Privateer 21' 6" center console Volvo I/O 125 hp-$11,500

1985 21' 6" Privateer center console, 140 hp loop Johnson w/Johnson kicker, T-top, pulpit, r/hs & outriggers, Loran, VHF, graph D/F, sprayhood coolers, etc. Warranty. Inquire. Details: 718-327-3088

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1973 Marquis Caribbean 18' 9", 1973 115 hp Johnson-$3995

EDDIE'S MARINE SERVICE CORP., 210 Bch. 2nd St., Lawrence, NY 11691; 718-327-3168.

ROBALO. New 26' Sportfisherman, w/twin 200 hp Yamahas. Hard top, galley, encl. head & more. List $57,500. Ready to go. $39,900. AMITY HARBOR MARINA, Amityville, NY. 516-842-1280

20' SHAMROCK Center console 1977, repowered w/198 Mercruiser I/B. 10 hrs. Very good cond. $7500. 516-628-8686.

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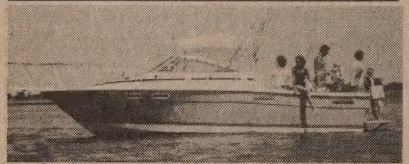

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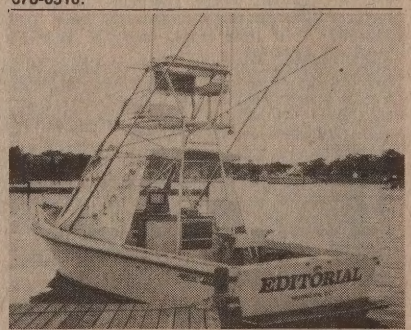

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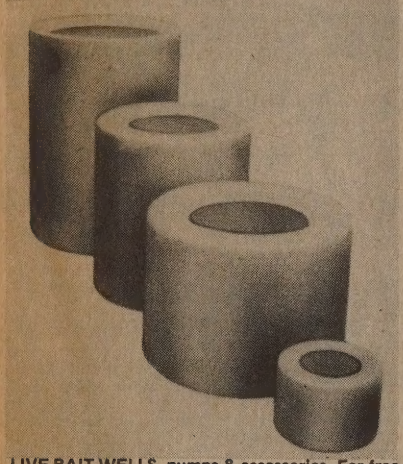

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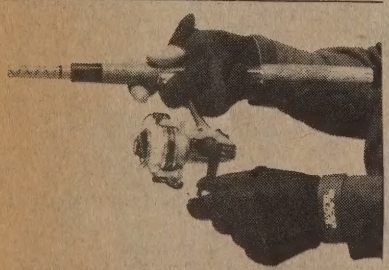

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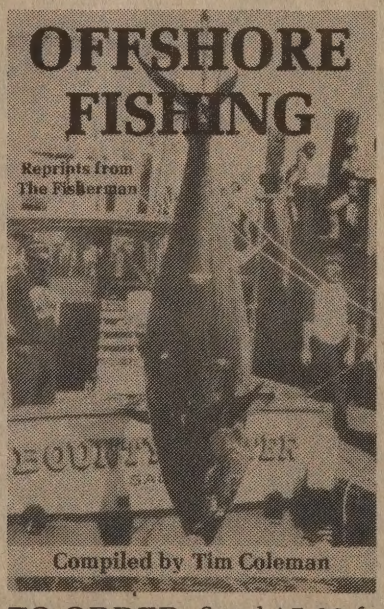

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